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The China Mail
大英八月六號 禮拜二
中華民國已巳年七月初二日
ESTABLISHED 1845
TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/11 3/16.

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RIDER MAINS WATER AGAIN
AS FROM THURSDAY
LANDLORDS ASKED "TO PLAY THE GAME"
HOW LONG SUPPLY LASTS

After a stoppage which began on November 1, 1928 (i.e., lasting over nine months), water will once more be available, as from Thursday, through the house taps in the rider main districts.

Because the drought in the record minimum "rain year" forbade anything through the taps, recourse was had to street fountains, the hours of which were gradually decreased to four a day. Recent rainfall has brought some relief. Accordingly, from 12 hours through the fountains (one of the less severe of the stages of rationing) a return is made to two hours a day (at different times in different districts) through the taps.

In its official notification, the Public Works Department states "Water will not be turned on to houses where pipes and fittings are found to be defective."

Landlords Must Co-operate

The Chinese members of the Legislative Council go further. They make a strong appeal to the community to take meticulous care and wage unceasing watch against wastage, be it no more than a trickle. The "China Mail" has been asked to say that where there is leakage on only one floor of a house, it may be necessary to cut off supplies to the whole building in order to rectify the evil.

Landlords are particularly requested "to play the game." Although they themselves may not be the occupants of tenements concerned, it is their duty to provide "pipes and fittings" that are not "defective." A prediction is made now that there will be at least some landlords who will not bother; and others who will not stir even after pitiful applications by tenants for attention. Landlords of vacant property are also informed by their spokesmen on the Council that the onus is on owners to make constant inspection of empty houses to ascertain that water is not running to waste.

Quantity in Storage

With the new conditions on Thursday, water in the principal mains will be available from 6 a.m. to 7 p.m. daily.

This morning, Hong Kong Island had 1,264 million gallons in storage, a steady "gain" over yesterday, but still very far off from anywhere near maximum or even safety.

It was announced that on to-day's basis of consumption, 4½ million gallons a day will be drawn off the reservoirs. On this figure, the supply (on the assumption that no further rain falls and no more water flows in from the catchwaters) ought to last about nine months, or into May next year. May this year, it will be recalled, did not see the end of the prolonged drought although the rainy season commences earlier normally.

Enough Till February

Some time ago the "China Mail" was informed that the official estimate for two hours a day through the rider mains, with the fountains disconnected, is consumption of between six and seven million gallons a day. Basing calculations on the via media, say 6½ million gallons a day if the "rationing through taps" is maintained and no addition is made to the storage, the water supply should suffice for about 6½ months, or approximately to the end of February when, usually, the rains have not begun to fall!

"SAME FINE ALWAYS!"

Miss Grace Ho Tung was this morning summoned before Mr. E. W. Hamilton, by Traffic Sergeant Kelly, for failing to produce her driving licence when required to do so at 6 p.m., on July 29, when she was driving her car in Leighton Hill-road.

She admitted the offence and his Worship imposed a fine of \$5, remarking that it was always the same fine for this class of breach of traffic regulations.

Mr. F. Hussey-Freke, Associate Chief Inspector of the Salt Revenue Service, left Shanghai for Chungking by the C.M.S. "Chang-sha." He expects to be away for about six weeks.

MARINE OFFENCES
CARE-FREE BOATWOMEN
BABY COOS AT MAGISTRATE

In the gloomy surroundings of the Marine Court sat a row of weather-beaten boatwomen this morning. They were chattering as women of that type can, and to all outward appearance they came as "guests to a banquet."

A bit of brightness was lent to the sombre hall by the spotless white garb of the European sergeants and there were several of them, also chattering away quite merrily.

A door opened, and the bearded Indian constable shouted out "Court." Every one rose to his feet, and with a stern look, quite befitting a Magistrate, the Hon. Commander G. F. Hole, surveyed the batch of miscreants—men and women who took a keen delight in breaking the rules of the harbour.

A woman was nursing her baby. The little imp, one that has been in this world only about a year, cooed at the Magistrate. Commander Hole was untouched. He fined the mother of this little "man" and three other boatwomen \$10 for making fast to the s.s. "Menado Maru" whilst she was under way in the harbour.

A "Brave" Woman!

One brave woman summoned enough courage to tell the Magistrate that, while it was true that she and her friends did make fast their crafts to the steamer, it was not under way. The vessel was standing still as she was doing before her "Tai Yan" (big man). They sat down, and although by a pronouncement of the Magistrate, they were \$10 the poorer, they did not care. Commander Hole ruffled his hair, apparently ruminating the great thought in his mind as to why boatwomen were so case-hardened. Was it the salty breeze that had seasoned them and made them fine-proof?

Apparently finding no satisfactory solution in the problem the Magistrate called for next case.

Another boatwoman stood up. She was charged with a similar offence and there was a further allegation against her that she had failed to stop when ordered by the Police.

A Fickle Wind

Vehemently she denied the allegation, and asked the Magistrate to use his common sense. Was it possible that she in a craft which had to be sailed by the wind—a very fickle factor—dare outdistance the police who travelled in a fast steam launch. Surely not, she said with a smack of her lips.

The Magistrate, always with a desire to make himself heard, asked her in a high staccato voice if she really thought that such a lame excuse would carry any water? Evidence was then taken, and the woman was quite subdued when she was told that she had to pay a fine of \$10 for each of the offences she had committed.

The Truth Always!

Then came a young George Washington. He did not want to tell a lie. He admitted that he had boarded the "Menado Maru" without permission. "Good," said the Magistrate. Fine \$10.

Another boatwoman was equally truthful. She admitted that she had a passenger boat licence, and the reason why she was in Court was because she had carried some cargo. She learned a lesson by paying \$5.

Fine—and Lecture

A shuffling man then made his bow to the Magistrate. He was the master of a fishing junk, and the charge against him was that he had a quantity of kerosene on board his junk, which was not anchored in the "Dangerous Goods Anchorage" as it ought to be.

The Magistrate was rather taken aback when he heard the charge. He harpooned the ink stand with his pen and did so in such a manner as to betray the temper he was in. He ordered the man to pay a fine of \$50 after delivering a lecture on public safety.

MAGISTRATE'S PITY

MONEY FROM POOR BOX FOR A LICENCE

"She is very poor, and has four small children, with her husband out of employment," said Sergt. Barnicle at the Kowloon Magistracy, before Mr. T. S. Whyte-Smith, this morning when a Chinese woman was charged with hawking without a licence in Shamshuipo.

Accused pleaded that she had to earn some money.

His Worship: Can you get her a licence, Sergt. Barnicle? On your recommendation, I will, your Worship.

His Worship: Then take \$4 out of the poor box, and pay for her licence.

TRICK CYCLING

Two Chinese were this morning taken to the Kowloon Magistracy fined \$3 each for riding in circles, and on the wrong side of Nan Chang Street, Shamshuipo, yesterday.

MINE DISASTER IN JAPAN
83 ENTOMBED
FEARED LOSS OF 69 OF THE MINERS
GOOD RESCUE WORK

Shanghai, To-day.

A Tokyo telegram states that a terrific explosion of gas occurred this morning at Kashinai coal mine, Hokkaido, while 83 miners were working underground.

The bodies of ten of the dead have so far been recovered with four others who were gassed but revived.

Rescue parties are working feverishly to save the remaining 69, but little hope is held for their recovery.—Reuter.

Pathetic Scenes

Tokyo, Later.

According to the Nichi Nichi 52 bodies had been recovered, 24 given up as dead, five injured, and three escaped unhurt at a late hour last night in the Hokkaido coal mine disaster.

The Asahi puts the figures at 71 dead, five injured, and eight unhurt.

Despatches describe pathetic scenes at the pithead, where anxious wives, mothers, and children of the entombed miners gathered awaiting the latest reports.—Reuter.

H.M.S. "CORNWALL"
THE HON. W. S. LEVESON-GOWER FOR HOME
A NEW COMMANDER

The "China Mail" learns officially that Captain Arthur Ninian Dowding, R.N., has assumed command of H.M.S. "Cornwall" from yesterday.

Capt. the Hon. W. S. Leveson-Gower, D.S.O., R.N., who formerly commanded the "Cornwall," will be leaving for home in the near future.

[Captain A. N. Dowding, who has been serving at Sandhurst, attained his seniority on June 30, 1928. The Hon. W. S. Leveson-Gower, D.S.O., was appointed to the "Cornwall" on July 11, 1927. He attained his seniority on June 30, 1918. The brother and heir-presumptive of Earl Granville, he was born on July 11, 1880 and married in 1914 Lady Rose Bowes-Lyon, daughter of the 14th Earl of Strathmore. He served in the European War, being promoted captain, was mentioned in despatches, and receiving the D.S.O.]

LIES FUTILE
HAWKER SAYS THAT CONSTABLE INVENTED STORY
PASSES MONEY TO FRIEND

Though his excuses were rather good, it did not move Mr. T. S. Whyte-Smith, at the Kowloon Magistracy this morning when a Chinese was charged with hawking pineapples, within the Shamshuipo Market limits.

An Indian Police Constable said that accused had sold a few pineapples, but when he arrested him, he passed the money on to a friend who walked away with it.

Accused denied that he had sold some of his fruit, and intimated that he was only walking in the Apul-street when he was arrested. He also denied having any money on him, and said that the constable "had invented his story."

Remarking that accused's face was familiar to him, his Worship concluded that he was telling lies, and imposed a fine of \$4 with the alternative of seven days in jail with hard labour.

CHOLERA
SHANGHAI DECLARED AN INFECTED PORT
JAPANESE ACTION

Tokyo, Yesterday.

In view of the increasing number of cholera cases in Shanghai the authorities have decided to declare Shanghai an infected port from the 8th instant, after which date all ships from Shanghai will be quarantined and the importation of foodstuffs and drinkables from that port be prohibited.—Reuter.

CROSS ATLANTIC IN FOUR DAYS
ZEPPELIN'S TRIP
EVERYBODY HAPPY EXCEPT THE STOWAWAY
WORLD FLIGHT SOON

New York, Yesterday.

The "Graf Zeppelin's" transatlantic flight occupied 96 hours, 23 minutes, and all aboard were well and happy except the stowaway.



Captain Ernest Lehmann, above, second in command of the Graf Zeppelin, is believed to have succeeded Dr. Hugo Eckener as head of the Zeppelin works at Friedrichshafen when the latter resigns in October as he has already signified his intention of doing.

away, who had been in solitary confinement since discovered.

All the passengers were thrilled by their "Wonderful Voyage."

The landing was one of the finest ever seen at Lakehurst. The airship tied up at the mooring mast in a brisk wind, which gradually died down and at 1.55 in the morning she was pulled down and "walked in" to the hangar by the ground crew.

Comdr. Eckener stated that the return flight to Friedrichshafen would start on Wednesday evening and would be the first stage of a world flight.

The Actual Time

The actual time in reaching Lakehurst was 98 hours 43 minutes, but Comdr. Eckener was unable to resist the temptation to circle the field and then fly over New York, while the occupants dined heartily of Frankfurter sausage, sauerkraut and wine.

Dr. Kiep, manager of the "Hapag," said the Company had decided to put its whole organisation behind the project of building airships as the performance of the Zeppelin had proved that other ships could be built with stronger engines, so that Trans-Atlantic trips could be made with greater regularity and speed.

The immigration authorities have taken over the stowaway, who will be sent to Germany by the first available boat.

Return Journey

Lakehurst, N.Y., Yesterday.

Very busy preparations are being made for the "Graf Zeppelin's" return on August 7-8 to Friedrichshafen, from whence she will circumnavigate the world.

Workmen swarmed over the airship patching tiny holes, torn in the envelope by the wind. Meanwhile hydrogen fuel and provisions (Continued at foot of next column.)

To-day's rainfall 0.36 inch
1929 rainfall 41.00 inches
Average 54.50 inches
Deficit 13.50 inches
DON'T WASTE WATER!

JAPAN AND NAVAL LIMITATION
SUGGESTED RATIO
ADMIRAL TAKARABE'S VIEWS QUOTED
AUXILIARY VESSELS

Tokyo, Yesterday.

What appears to be a confirmation of Japan's intention to urge the 10:10:7 ratio for auxiliary vessels was mentioned in a speech which the Navy Minister delivered at a conference of Prefectural Governors.

Referring to the question of naval limitation, Admiral Takarabe is quoted as saying that: "Although some observers affirm that Japan's insistence upon an auxiliary vessel's ratio is based upon a weak foundation, they are wrong, as it has a firm basis. Consequently, Japan will insist upon this ratio and endeavour to obtain the acquiescence of the Powers at the future Disarmament Conference."

While emphasising the necessity for the ratio, Admiral Takarabe asserted that the Japanese naval authorities favour further disarmament for the sake of world peace.

Though Admiral Takarabe apparently failed to specify what ratio would be demanded, it is presumed that he referred to the 10:10:7 as this has been frequently mentioned in the past.—Reuter.

BIG AREA FLOODED
FURTHER THREAT TO PEKING MAY BE AVERTED
"LIKE A TIDAL WAVE"

Peking, Yesterday.

The flood waters are nearing Peking rapidly. Roads in the western suburbs are under five feet of water, which is now less than a mile from the city walls.

A hopeful sign came this afternoon when the rain ceased and the sky cleared. If similar conditions prevail in the mountains through which the Yungtingho runs, further serious damage may be avoided.

The flood has spread so rapidly this week-end that it is impossible to obtain information about the area flooded and the number of people involved. However, it is estimated that more than 200 square miles of land is under water and hundreds of villages have been inundated; unquestionably, many people have been drowned.

Another River

Yesterday the flood waters swept through the country like a tidal wave. Two policemen and rickshamen taking supplies to houses on the Western Hills were swept off the main road leading to the hills and have not been seen since.

Thousands of head of cattle have been drowned. The promising harvest is ruined. General prices here are rising rapidly.

The Wenyuh, to the eastward of Peking, is now overflowing and also a flood is threatening Tungchow, which is 12 miles east of Peking.—Reuter.

"THE SPIDER"
REACHES KARACHI IN SPLENDID TIME
BRITISH FLIGHT

Karachi, Yesterday.

The Duchess of Bedford (in "The Spider") arrived here at 6.55 p.m. The return flight will start at 6 a.m. to-morrow.—Reuter.

[A cablegram from London, dated August 2, stated that a huge blue monoplane named "The Spider" ascended at Lympne before dawn to-day. The pilot is Captain Barnard and the mechanic Mr. Little. They are aiming at a return flight to and from India within a week. The enterprise is sponsored by the Duchess of Bedford, who is aboard.]

are going aboard. Crowds gaze at the monster, which is expected to arrive at Richmond, Virginia, on August 29, from Tokyo via Los Angeles.

Four Bigger "Zeppes"

Comdr. Eckener announced that four new Zeppelins, each twice the size of the "Graf," would be built for the Trans-Atlantic service, beginning in 1931.

The "Graf" last night landed 19 passengers and one stowaway, 600 canaries, 15 bags of mail, a gorilla and a chimpanzee.—Reuter.

"LOK SUN'S" FATE
SALVAGE WORK HANDICAPPED BY CARGO OF BEANS
OFFICER'S GRAPHIC STORY

A graphic story of the stranding of the emigrant ship "Lok Sun" off Samui Island about a month ago was narrated to a "China Mail" representative this morning by a British officer of the vessel.

Speaking of the disaster, our informant was unstinted in his praise of the excellent work done by the Taikoo tug and the Government rescue tug, "Kau Sing." He said that he was asleep in his cabin at the time, the master, Capt. Edmondson, and the second mate, being on the bridge. He heard a loud crash, and immediately after a general commotion took place on the upper deck.

Hopes Shattered

Although there were almost 1,000 souls on board including crew and emigrants, and among the latter were a number of women and children, there was nothing nearing a panic. All behaved in a most orderly manner when they realised that their future hopes in a strange land, where fabulous wealth was supposed to be waiting for them to pick up (metaphorically speaking) was, through an act of fate, so far removed from their grasp.

After having been told by the master that nothing could be done, and that their safety lay in being taken off the stranded steamer by some passing vessels, most of the emigrants calmly went to sleep again on the upper deck.

Menace of Rocks

It was a boisterous morning, heavy seas were running to the accompaniment of a strong wind, and the fear was entertained that the "Lok Sun" would be smashed by coming constantly in contact with the rugged rocks.

The foremost part of the steamer was then lifted right above water with only a portion of her aft in the water. It was most fortunate that her engines were housed in the aft, and not amidship. The engines rooms were therefore not flooded and the engines not put out of order.

A wireless message was flashed out, and when those on board sighted the "Kau Sing" steaming to their rescue, they heaved a sigh of relief. The anxiety and suspense told on the master and officers.

Transfer of Passengers

When the "Kau Sing" got within distance, she was unable to get alongside owing to the heavy seas. A line was thrown out to her by the "Lok Sun" and keeping in touch with each other in this manner, the rescue tug did excellent work in transferring the passengers and their belongings from the stranded ship to the tug.

The Taikoo tug came on the scene shortly afterwards, and by a piece of smart maneuvering, she succeeded in getting alongside the "Lok Sun." In fairness to the "Kau Sing" it must be mentioned that the seas were not so rough when the Taikoo tug came on the scene. However, it was a smart piece of work, and being alongside the "Lok Sun" the Taikoo tug was able to render valuable service.

When H.M.S. "Somme" arrived, there was nothing for her to do. She merely stood by in case she was needed.

Pumps Choked

After the passengers had been safely taken back to Hong Kong together with all their respective belongings, the officers and crew remained on board the vessel to help the salvage work which was attempted without delay. In this they soon found that the cargo of beans which the ship had in her foremost hold had got into the pumps, choking them completely and rendered them useless. Without this useful apparatus, salvage work was necessarily handicapped.

The officers and crew remained on board for about ten days, and they were days of anxiety. Our informant told the "China Mail" that during those days, the weather was far from favourable, and great fears were entertained that the ship might be blown against the rocks and smashed to smithereens.

A Strong Ship

"Old she may be," said the officer, "but she certainly is a strong ship, to have stood those days of fierce wind and waves."

The "Lok Sun" was then abandoned, and the day after she caught fire. It was said that the outbreak was caused by spontaneous combustion. Later a different explanation was put out following a report made to the Police by Mr.

INSTONE BREWER'S AFFAIRS
PUBLICLY EXAMINED
BANKING CORPORATION AND CHINESE AUDITOR
REVERSE - NOT FAILURE

Mr. Noel Instone Brewer was publicly examined before his Honour, the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) in the Supreme Court this morning in connection with the winding-up of the Instone Banking Corporation, Ltd.

The examination was conducted by the Official Receiver, Mr. E. L. Agassiz.

In reply to questions, Mr. Brewer said that as a barrister-at-law, he had some knowledge of legal matters and of company law. He prepared the Articles of Association of the Instone Banking Corporation. Except for litigation, he attended to all legal matters for the Instone Banking Corporation.

Knowledge of Finance

When Mr. Agassiz asked "Have you also some knowledge of finance and accounting?" Mr. Brewer replied: "I think so."

Mr. Brewer added that he claimed to know accounts thoroughly and that he was responsible for those accounts as far as the books of the Instone Banking Corporation went.

From its inception until liquidation, Mr. Brewer said, he had been connected with the I.B.C.

He denied that he took part in the actual formation. He produced the idea of taking over his agreement for the sale of bonds.

Trustee banking was intended to have been a very prominent feature of the business. The sole reason, Mr. Brewer stated in answer to further questions, for forming the Bank was "trustee and bonds"—but this was modified later.

On December 24, 1927, by resolution, a managing director was appointed to supervise the banking business in order that he (Mr. Brewer) should be able to give more attention to the trustee business.

Intention of the Bank

The Official Receiver then asked if it had not been the intention, when the Bank acted as trustee, to advise on investments, etc., and generally, "act as a highly respectable family solicitor?"

Mr. Brewer: Yes, in local parentheses.

Another question put by Mr. Agassiz was: Public confidence would be a vital necessity for trustee business?

To this Mr. Brewer answered "It was existent."

Mr. Agassiz repeated "Was it so?" whereupon his Lordship intervened and pointed out to Mr. Brewer (who was in the witness box) that it seemed to be so.

Mr. Brewer's reply was not audible but he was understood to say something about opinion.

A Permanent Director

Continuing, Mr. Brewer assented to a question that he had been appointed a permanent director and continued to act as such until liquidation. Under an agreement dated March 1, 1927, he was also first President.

The company was incorporated on February 22, 1927, with its registered office at No. 25, Des Voeux (Continued on Page 7.)

STOLE FROM A WIDOW

"One month's hard labour," said Mr. T. S. Whyte-Smith, this morning at the Kowloon Magistracy, when a Chinese pleaded guilty to a charge of stealing \$45.40 from an elderly widow, living in a hut at Sheung Un Ling, Kowloon City.

Brayfield, of Messrs. Carmichael and Clarke, local agents for the "Lok Sun." In the report mention was made of several articles having been stolen from the ship. It was suggested that fishermen in the vicinity had helped themselves to what could be found on board.

Complete Ruin

However, the "Lok Sun" when visited after the fire presented a complete ruin. In the words of the officer, she was a mass of twisted iron. Her bridge and superstructure were completely gutted. All that remained were the winches, the engines and the fore and aft hatch in the aft.

Asked as to whether she was worth \$11,000 at which sum she was sold by public auction, the officer said that although she was so badly burnt, the engines and trans works together with the winches were well worth the sum paid for her.

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FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

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AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, August 7, 1929,
commencing at 11 a.m.,
at No. 42, Humphreys Building,
Kowloon

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

(Catalogues will be issued.)
On View from Tuesday, August 6, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, August 1, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
THURSDAY, August 8, 1929,
commencing at 11 a.m.,
at No. 10A, Mody Road, Kowloon

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

(Catalogues will be issued.)
On View from Wednesday,

August 7, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, August 3, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
THURSDAY, August 8, 1929,
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Duddell Street.

A VALUABLE COLLECTION OF
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Comprising:—
Porcelain Vases, Bowls, Plates,
Flower Bowls, Jade Traces, Amber,
Crystal and Agate Ornaments,
Lacquer Screens, Joss Tables,
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HOUSE COAL.

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Central Office \$20.00 " "

Kowloon \$17.00 " "

The above prices include delivery charges to destination.

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of the

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By Order of the Mortgagee

By

PUBLIC AUCTION

on

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By

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Auctioneers

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NATIONAL ANTHEM

ARGUMENT IN IRELAND OVER

"GOD SAVE THE KING"

"THE SOLDIER'S SONG"

In most countries students speak

and act with directness and candour.

It is, therefore, perhaps just as well

that the management of the Trinity

College sports was under the control

of a body of students instead of the

more responsible and vulnerable

college authorities. This has en-

abled the attitude of our rulers to-

wards the National Anthem to be

clearly revealed. The matter had

to come to a head before long, writes

the Dublin correspondent of the

"Sunday Times."

The facts appear to be these.

For some years past the late

Governor-General, Mr. Healy, had

attended the college races, and

been received in a manner appro-

priate to his office as the King's

representative. Last year the pres-

ent Governor-General attended,

and was similarly received. This

year, before accepting the invita-

tion, inquiry was made as to whether

the "Soldier's Song," and the

"Soldier's Song" alone, would be

played. It appears that this was

not acceptable to the students, who

were, however, agreeable to play

both national airs, or who were

even prepared to abstain from

playing "God Save the King," if

the Governor-General definitely

ordered them not to do so. This

course did not commend itself to

the authorities, and His Excellency

was not present at the festivities.

Happily, his absence did not affect

the general attendance, and the

races were a greater success than

they have been for many years past.

President Cosgrave has since

stated that the action of the

Governor-General was taken on

the advice of the Executive Council.

We thus enjoy the unenviable dis-

tinction of being the one and only

among the King's Dominions where

His Majesty's representative is not

accorded the usual formal appro-

priate courtesies. It is very much

to be hoped that this gaucherie,

for it is little more, will not be

taken seriously, either at the heart

or throughout the body of the

Empire.

A "National" Policy

This affair is symptomatic of a

policy which seems to be defini-

tely emerging in our national life.

It is a policy which seeks to im-

pose a certain point of view upon

an independent minority. There

is to be—as there has been—

perfect fairness in the administra-

tion of the law, and official toler-

ance to all sects; there is to be no

deliberate discrimination in the

laws themselves, but, at the same

time, certain national tests are to

be imposed. Those who reject

them will be allowed to live in

peace and security, to pay taxes

and accept all the obligations of

citizenship, but they will be

unable to take any real part in

public life, or even to enter certain

professions. In other words, all

must conform to the national mould

or become little different to

foreigners in their native land.

Anthem, Flag and Language

The tests are to be found in the

trinity of anthem, flag, and

language. It may be argued that

the first two are mere outward

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HAKOZAKI MARU Saturday, 24th August.
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KAGA MARU Wednesday, 21st August.
TANGO MARU Wednesday, 25th September.
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TAMBA MARU Sunday, 11th August.
TOKUSHIMA MARU Wednesday, 28th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
BOKUYO MARU Monday, 19th August.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARU Friday, 9th August.
NEW YORK, BOSTON via Panama.
CALCUTTA MARU Saturday, 17th August.
KAKO MARU Friday, 23rd August.
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RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
HAWAII MARU... Monday, 7th September.
BOMBAY—Via Singapore & Colombo.
GANGES MARU... Monday, 19th August.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
CANADA MARU... Tuesday, 6th August.
CALCUTTA—Via Singapore, Penang & Rangoon.
KUSADO MARU... Sunday, 18th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
ALABAMA MARU (From Shanghai) Wednesday, 14th August.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU... Wednesday, 7th August.
HAIPHONG—Via Haiphong & Peking.
MENADO MARU... Thursday, 8th August, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAMBURG MARU... Sunday, 18th August.
JAPAN PORTS.
ALASKA MARU... Sunday, 11th August.
KEELUNG—Via Swatow & Amoy.
JOZAN MARU... Sunday, 11th August, 8 p.m.
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SHIPPING SECTION.

M. V. "BREMEN"

THE N.D.L. SUPER-LINER AT
SOUTHAMPTON

DETAILS OF VESSEL

The new Norddeutscher Lloyd liner "Bremen," which was accommodated in Southampton's 60,000-ton floating dock, says the "Journal of Commerce's" Southampton correspondent left a few days' late for Bremerhaven to prepare for her maiden voyage. The work of painting, stowage, and other her has been expeditiously carried out by Messrs. Harland and Wolff, Ltd., and instead of a longer stay, it was found that 48 hours sufficed for the work to be completed.

During her stay the directors and leading officials of the leading British shipping companies have inspected the ship and with one accord have highly praised her.

The "Bremen" and her sister ship, the "Europa," which will be ready for her maiden voyage on August 10th, are the greatest liners built in Germany since the war.

When the "Bremen" arrived off Netley, one morning after having laid at anchor in Cowes Roads during the night, she was met by six tugs, who clustered round her to assist in the dry docking operation. The "Alexandra" Towing Company's "Slovene" and "Alexandra" operated at her bow and the same company's "William Poulson" and "Romsey" astern, while the Isle of Wight Company's tugs "Clausentum" and "Canute" assisted in keeping her straight while actually entering the submerged floating dock.

Expeditions Docking. The docking was carried out very expeditiously under the direction of Captain E. W. Harvey, M.B.E., the dock-master and outdoor assistant, Southern Railway Co., and by 7.30 a.m. the mechanical shores were centring the vessel over the keel blocks. Shortly afterwards the pumping operations were begun, and about noon the ship was high and dry. As the dock steadily lifted scores of men flocked to Harland and Wolff, Ltd., scabbled the big ship's hull to free it from weed, and thus expedite the application of the first of several coats of paint which will be applied during her stay at Southampton.

The "Bremen" had a remarkably successful voyage round from Bremerhaven when she demonstrated in no uncertain manner that the high expectations which have been placed in her both by the builders and owners are to be justified.

In spite of the fact that her bottom was exceedingly foul—the result of her stay in the water at Bremer while being completed—I understand that she averaged 26.8 knots for a period of three hours with ease and that during a spurt for one hour she maintained 28 knots.

As a result of these achievements the "Bremen" can quite well be classed as an Atlantic greyhound of the fastest type and the day may be foreshadowed although perhaps not at present, when she will be setting up times for the Atlantic crossing, which will rival, if not surpass, those which have been retained by the famous Cunarder "Mauretania" for so many years.

Her engines worked with the utmost smoothness, and the ship proved herself to be most seaworthy.

Dimensions. The "Bremen" is also a remarkably interesting vessel from the point of view of dimensions for although her tonnage is only 46,000 tons she has a length between perpendiculars of 388 ft., a beam of 101 ft., and a moulded depth of 53 ft. These figures permit of some interesting comparisons with other large vessels still afloat, not the least interesting of which is her width, which is greater than any other merchantman afloat, this being nearly 2 ft. in excess of that of the "Majestic." From the point of view of a fair comparison, however, the White Star "Olympic" (46,430 tons) cannot be bettered, and when the details are arrayed side by side the difference is astounding.

The "Bremen," for instance, is 36 ft. longer than the "Olympic," which is 862 ft. between perpendiculars, and she has also an advantage in beam amounting to 9 ft., that of the White Star liner being 92.5 ft. Her moulded depth is, however, 6 ft. less.

From the point of view of external design the "Bremen" is a fascinating study, for she has a very bluff bow which "falls" into a bulb underwater. Her lines are delightful, as may be gathered from the fact that her forward deck has an overhang from the bow varying from 8 ft. to 15 ft. I understand that the effort of her builders has been to make her exceedingly buoyant in the bow, and I estimate after seeing her dry, that when drawing 30 ft. of water, as was the case when she docked, her propellers will be 15 ft. below the surface. This can all be worked independently, and the two after propellers, which play water immediately on to the rudder, make the vessel respond very easily to the helm.

Another interesting innovation, which I understand has been put into practice for the first time, is the arrangement of her plates from forward to aft below the water-line. The customary method is adopted above, as usual, but the idea of reversing the usual system below water has been with a view to pushing the wash away from the side of the ship and eliminating the possibility of dead water hugging the hull. This scheme, it is thought, will have the effect of adding slightly to the "Bremen's" speed.

Another noticeable fact is that there is nowhere on the "Bremen" a square frontage throughout her design. Everything has been rounded to eliminate wind resistance, and this applies even to the bow. The stern, both of the "Bremen" and her sister, the "Europa," is of the cruiser type.

OLD TAYLOR
AGED BY TIME

The "Bremen" was brought into Southampton by her commander, Captain L. Ziegenbein, while Mr. H. G. Holmes acted as the North Sea and Channel pilot. Upon arriving off Netley the vessel was handed over to Mr. C. P. S. Pearce, the company's Southampton pilot, and he skillfully handled her throughout her approach to the dock and during the actual docking operations.

The interior of the "Bremen" is magnificently appointed, and has been treated in original style. The effects obtained are delightfully charming, and when the ship sails on her maiden voyage she will worthily maintain the traditions of the great and enterprising company to which she has been built. At the present time her interior is incomplete, but the large number of German workmen who have travelled to Southampton in the ship will have finished their labours ere she leaves on her maiden trip.

During her voyage from Bremerhaven, the "Bremen" steamed close to the same company's "Stuttgart," which was homeward bound from New York, and it is interesting to note that the enthusiastic reception. The crew of the "Stuttgart" lined the deck, and the band played her a greeting.

The "Bremen" will require a crew of approximately 950, and as evidence of the big increase in the complement needed to man her as compared with the "Columbus," which, previous to the advent of the "Bremen," was the company's biggest ship, it can be stated that the engine-room staff alone shows a 90 per cent. increase. Half as many crew again are required for the "Columbus," which, previous to the advent of the "Bremen," was the company's biggest ship, it can be stated that the engine-room staff alone shows a 90 per cent. increase. Half as many crew again are required for the "Columbus," which, previous to the advent of the "Bremen," was the company's biggest ship, it can be stated that the engine-room staff alone shows a 90 per cent. increase.

Private Bathrooms. One facility which has been introduced on a large scale, namely, state-rooms with their own private bathroom, is worthy of comment, if only because it shows how the Norddeutscher Lloyd has studied the amenities which are looked for by the American public when travelling. Just as holiday-makers from the States seek hotels in Europe with bedrooms and private bathrooms, so they will look on a vessel which has been fitted in order to meet this demand, the company have installed in the "Bremen" 180 rooms with a bathroom attached, and 100 rooms with shower bath.

From the purely technical point of view the "Bremen" is splendidly equipped, and apart from the elaborate system of water-tight compartments, into which she is divided extensive precautions and the latest possible apparatus have been installed for dealing with any outbreak of fire. An elaborate fire-fighting system of extinguishers have been fitted in addition to pump and hand appliances and a carbonic acid gas installation capable of protecting the vessel's public rooms and boiler house.

The kitchens of the new liner are replete with all the latest appliances and ideas, and the cooking for the first, second and tourist third class passengers will be carried out by electricity. At present the stores she will require for the round trip from Bremen to New York, items embrace 985 cwt. meat, 280 cwt. fish, 350 cwt. bread (apart from 440 cwt. flour for baking bread on board), 45 cwt. coffee, 17,500 bottles of beer, 17,500 litres of milk, 2,000 litres of cream, 140 cwt. of butter, 20 cwt. of lard, 90,000 eggs, 40 cwt. salt, 15,000 bottles of various wines, 15,000 bottles of minerals, a huge quantity of beer, 18,000 cigars and 120,000 cigarettes.

Vessel's Main Features. The "Bremen" is arranged to carry first, second, tourist third cabin, and third-class passengers; the first class will normally accommodate 600 passengers, which number can be increased by the provision of built-in Pullman beds to 800; other classes number 500 in the second, 300 tourist third, which may be increased to 500 by using second-class cabins, while 500 third-class passengers can be accommodated. The maximum number on board, including a crew of 950, thus appears to be over 3,000 persons.

Three main corridors run through the first-class accommodation in a fore and aft direction, the middle one being especially broad. There is a stairway at each end and the forward one serving ten decks of the first-class accommodation. Two large modern electric lifts are provided at each stairway.

The first-class promenade deck is entirely enclosed, with large glass windows as protection against bad weather; after part of this deck is reserved for second-class passengers. The forward part of the promenade deck has been arranged as a winter-garden, with a large glass roof, and with its use for promenading. The promenade deck also encloses the first-class smokeroom, and gives access to the various public rooms. Proceeding aft, these include the forward main saloon, first-class entrance hall (capable of accommodating 300 persons), then the shopping arcade, where unique opportunities will be provided for the purchase of commodities of various kinds. Then one approaches the staterooms, and the smoking saloon, which is a large glass-roofed hall, with its use for promenading. The promenade deck also encloses the first-class smokeroom, and gives access to the various public rooms. Proceeding aft, these include the forward main saloon, first-class entrance hall (capable of accommodating 300 persons), then the shopping arcade, where unique opportunities will be provided for the purchase of commodities of various kinds. Then one approaches the staterooms, and the smoking saloon, which is a large glass-roofed hall, with its use for promenading.

Large Lifeboats. Above the promenade deck is the boat deck; this is particularly roomy because of the large lifeboats installed, which are slung in Welin-MacLachlan davits. This large deck will enable passengers to disembark from the vessel with facility should the need arise, and will also permit of the passengers being embarked in the lifeboats very easily and quickly. Furthermore, this deck provides an admirable space for games in the open-air.

Accommodation and first-class includes 180 rooms, with private bath and lavatory, 100 with private shower and lavatory, and 40 with private lavatory only.

Second-class passengers are berthed in one, two, three or four-beds cabins which are fitted out in the style previously found in the first-class, being furnished with polished mahogany bedsteads, while each passenger has a roomy wardrobe of the same material.

A noteworthy feature in the "Bremen" lies in the fact that the tourist third cabin and third-class accommodation is contrary to usual practice in nearly all passenger vessels in the North Atlantic trade in that for the first time it is situated above the bulkheads and the greater part is amidships. This should be a welcome improvement for this class of passenger.

Third-class passengers will enjoy in the "Bremen" two, three, and four-berth cabins, the berths being arranged in two tiers and provided with steel mattress and attractive bed-linen.

Propelling Machinery. The boilers are installed in two widely separated groups, as indicated by the position of the funnels; apart from other technical considerations, this arrangement provides the great advantage that even in the case of severe collision damage being sustained amidships, one or other of the two main boiler groups will survive intact, so permitting the vessel to maintain a relatively high speed.

The main machinery is also accommodated in two watertight compartments, separated from each other by a specially strengthened collision bulkhead, so that the complete flooding of the engine-room can scarcely be feared. The auxiliary machinery is aft of the main engines, from which it is separated by another special bulkhead. Thus the boilers and machinery are housed in no less than seven watertight compartments.

As is generally known, geared turbine machinery has been chosen to drive the ship, four turbine units each driving one propeller. Two units are situated in the forward engine room, and the other two in the after compartment. Each unit consists of high, medium and low pressure turbines, running at 1,000 r.p.m., geared down to a propeller speed of 180 r.p.m. by means of single reduction gears.

On the top deck between the two funnels is the sun-deck restaurant with reception room; this is provided especially for those passengers whose passage money does not include meals. A rebate of 25 dollars off the ocean fare is allowed to those passengers who prefer to pay for their meals in the restaurant.

Shower baths are installed near the gymnasium and swimming bath, as well as a bar; there will also be a variety of medicinal baths. Well-equipped hospitals staffed with qualified doctors and nurses, will be provided for passengers such attention as they may require.

The four bronze propellers, each cast in one piece weigh 17 tons apiece. The funnels are elliptical, their dimensions being 15 metres by 6½ metres; in appearance they resemble the funnels fitted on modern motorships.

Anti-rolling tanks on the Pralm system have been installed. Three anchors are provided each of 15 tons and 6½ metres in height. Each anchor chain is 200 metres long and weighs 120 tons; these items alone constitute the cargo of a small ship, totalling no less than 432 tons.

The double-bottom extends the whole length of the hull, while 14 water-tight bulkheads subdivide the ship. The ship should remain afloat with any two adjoining compartments flooded; it is estimated that the ship would not sink even if four bow compartments were flooded.

Reference has already been made to the innovation by the N.D.L. of large unsinkable lifeboats, all of which are fitted with water-tight motors. Each boat can hold 145 persons, giving ample room for all passengers and crew.

Apparatus for launching aeroplanes is fitted between the two funnels on the top deck, where the aeroplane will be "garaged." This will be used for handling urgent mail at either end, and will effect a saving of one day.

The "Bremen" was laid down on June 18, 1927, and launched on August 6, 1928. The launching weight exceeded 32,000 tons.

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Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	Aug. 24	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPRESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPRESS OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 22
EMPRESS OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPRESS OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPRESS OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPRESS OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPRESS OF ASIA	Dec. 13	Dec. 16	Dec. 19	Dec. 21	Dec. 30
EMPRESS OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Feb. 1
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF ASIA	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 15
EMPRESS OF CANADA	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 29
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19

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AUGUST

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SUN. 11th TUES. 27th

FRI. 16th

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AUGUST

FRI. 9th SUN. 25th

WED. 14th FRI. 30th

MON. 19th

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S.S. "CITY OF CANBERRA" via Suez Canal... 10th September.

S.S. "CITY OF NORWICH" via Suez Canal... 6th October.

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S.S. "TINHOW" 12th August.

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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
MALWA	10,983	17th Aug.	Bombay, Marseilles & London.
TEASHMIR	9,985	31st Aug.	Marseilles, London & Hull.
MOREA	10,953	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,946	28th Sept.	Bombay, Marseilles & London.
*MIZAPORE	6,715	2nd Oct.	Straits, Colombo & Bombay.
*ALIPORE	5,273	9th Oct.	Straits, Colombo & Bombay.

*Cargo only. †Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Redif Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TAKIWA	7,936	14th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	31st Aug.	Singapore, Penang & Calcutta.
DALGOMA	5,553	4th Sept.	Singapore, Penang & Calcutta.
TAKADA	5,949	5th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	4th Oct.	Singapore, Penang & Calcutta.
TALAMBA	9,013	8th Oct.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,556	30th Aug.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Oct.	Townsville, Brisbane, Sydney &
ARAFURA	6,000	1st Nov.	Melbourne.
TANDA	6,556	29th Nov.	
ST. ALBANS	4,500	3rd Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolanbagan, Tawao, Timor, Darwin, or other ports en route as in-
dicated on the schedule.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

DALGOMA	5,953	10th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
MOREA	10,953	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	5,949	16th Aug.	Amoy, Moji, Kobe & Osaka.
*SHEAFMOUNT	5,953	17th Aug.	Shanghai, Moji, Kobe & Yokohama.
*GARBETA	5,927	20th Aug.	Moji, Kobe & Osaka.
KARMALA	9,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	2nd Sept.	Shanghai, Moji, Kobe & Yokohama.
*MIZAPORE	6,715	2nd Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yokohama.
TILAWA	10,006	10th Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
ALIPORE	5,273	11th Sept.	Shanghai, Moji & Kobe.
MANTUA	10,946	13th Sept.	Shanghai, Moji & Kobe.
*KIDDERPORE	5,334	25th Sept.	Shanghai, Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at
the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to—

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P. & O. Building, Connaught Rd. C., Hong Kong.

Agents.

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"BLUE FUNNEL" LINE.

(OCEAN S.S. CO. LTD. & CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE HANK LINE, LTD., Hong Kong,
Hong Kong & Canton; JARDINE, MATHESON & CO., LTD., Canton.

TRIP TO 'FRISCO SHORTENED

FROM HONG KONG

NEW SERVICE TO BENEFIT
SHIPPERS & PASSENGERS

DOLLAR LINE ENTERPRISE

The travelling and shipping public of the Philippines and South China have for some time been demanding a dependable direct service with the United States that will shorten the journey across the Pacific.

Realising that the time has come when these demands should be met, the Dollar Steamship Line have decided to inaugurate a service of fast passenger liners from San Francisco to Hong Kong and return. The first vessel in this new service will be the s.s. "President Hayes," which has been scheduled to leave San Francisco on September 4 arriving, via Honolulu, and Manila on September 27. She will leave there on September 29, arriving at Hong Kong on October 1. This vessel will sail from Hong Kong on October 2 direct for Honolulu, arriving there on October 17, and arriving in San Francisco on October 24.

The time from Hong Kong to San Francisco has been shortened to 22 days only, thereby giving shippers from Hong Kong the opportunity of landing their goods in San Francisco in quicker time than ever before in the history of the port.

Trans-Pacific travellers will now be enabled to shorten their journey by many days and to travel over the calm sunny route of the Southern Pacific Ocean. This route will undoubtedly appeal to many of the old travellers as well as to those who wish to shorten their journey.

New Features

The s.s. "President Hayes" has been in the Dollar Line's Round-the-World Service, having made 17 complete voyages circling the globe always on schedule. Captain Cadogan, assisted by the same officers who have helped to make the s.s. "President Hayes" so popular with globe-trotters in the past, will be in command. Many new features of entertainment have been added in order to give passengers the greatest possible pleasure while on board.

The local Manager of the Robert Dollar Company states that a regular monthly service will be maintained for the time being but that it is anticipated that the service will soon be in so great demand that the Dollar Steamship Line anticipate the necessity of operating a fortnightly service. The Dollar Steamship Line are building a number of new and larger ships to place in their Round-the-World Service, and as rapidly as these vessels are completed the present Round-the-World President liners will be released for the new Hong Kong to San Francisco direct service.

A new combined schedule of Dollar Steamship Line and American Mail Line services is in preparation at the present time and will be in the hands of Shippers and Tourist Agencies in the very near future.

Captain R. Dollar's Policy

The Dollar Steamship Line, since the inauguration of their first passenger service, has constantly enlarged its scope of operations to meet the demands of the shipping and travelling public, and the placing of the s.s. "President Hayes" and other vessels in this new direct service is in line with the policy of Captain Robert Dollar, which has always been so successful, to give the public what it wants.

According to Captain Robert

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Dobereck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

August 6 to 12, 1929.					
DATE	HIGH WATER	LOW WATER	Standard	Standard	Hi.
	Time	Time	Time	Time	
Tues. 6	m 9.49	h. 3.1	m 3.0	h. 3.0	3.0
Wed. 7	m 11.33	h. 4.5	m 4.7	h. 4.7	4.7
Thurs. 8	m 1.40	h. 5.8	m 5.4	h. 5.4	5.4
Fri. 9	m 3.10	h. 7.1	m 7.1	h. 7.1	7.1
Sat. 10	m 4.42	h. 8.4	m 8.4	h. 8.4	8.4
Sun. 11	m 5.45	h. 9.7	m 9.7	h. 9.7	9.7
Mon. 12	m 6.45	h. 11.0	m 11.0	h. 11.0	11.0

OLD TAYLOR

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FACTORY
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POWER
HOUSE,
TUGS &
LOCOS

For Price Apply to

THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

Dollar, one reason for the remarkable success of his steamship services is that the vessels operate on a published schedule covering arrival and sailing dates for months, or years, in advance, and they always maintain their schedule. Importers and exporters throughout the Orient and Round-the-World have learned through actual experience that the Dollar Steamship Line Schedule is dependable.

It is anticipated that the new service mentioned above will prove very popular with the Hong Kong public.

SEAMEN FIGHT

ASSAULT ON "SEISTAN'S" BOATSWAIN

Yesterday Mr. T. S. Whyte-Smith heard a case at the Kowloon Magistrate's Court, in which three Chinese seamen of the s.s. "Seistan," which is undergoing repairs at the Cosmopolitan Dock, were charged with assaulting the Chinese boatswain. Sub-inspector James said that the boatswain was recently engaged, while the accused were all members of the crew who were paid off on July 27, their contracts having expired. It then became the duty of the boatswain to engage the new crew. The accused resented this and attacked him.

Accused were fined \$5 each.

BRITISH FISHERIES

With so many of the North Sea and nearby fishery grounds yielding very disappointing results, British trawler owners are having to go further and further afield, and the problem of conserving the fish is becoming more and more important. Comments the "Journal of Commerce." The experiments recently carried out by various Canadian interests, but particularly the Hudson's Bay Company, are likely to have a very considerable influence on this problem and to help the British fishery owner to a very great extent. Canada is demanding more and more insistent by a good European market for her higher quality fish, the stockfish market of the Catholic countries in Southern Europe not being sufficient for her modern needs. Experiments with the cool air system of refrigerating fish have not been altogether satisfactory, for although the fish has been marketed in Europe in better condition than the fish which is preserved in the ordinary trawler's method of salt, it is inclined to be flavourless and flabby, and the modern buyer is of a discriminating nature. Nothing does more harm to an industry than an initial reputation for inferior quality, and as the Canadian market shows every sign of growing, it was a matter of considerable importance. After a series of experiments the Canadian authorities have come to the conclusion that a rapid freezing process with brine is by far the best means, and it has certainly permitted Canadian salmon to be delivered in England in a condition quite as good and tasty as fish caught in Scotland. If it is possible with salmon, why not with the other fish with which the Canadian waters are teeming, and for which Europe has an insatiable appetite?

Working with the Moravian Mission stations which they have recently taken over in Labrador, a depot ship is to be established on this coast to receive the catch, and treat it with the minimum of delay. Sizeable depot ships might just as easily work on the Icelandic, Faroe and Grand Banks fisheries, treating the fish within a few hours of its being caught and keeping it in a first-class condition until a promising opportunity presents itself to place it on the London and European markets. Hitherto, the depot ship principle with ordinary white fisheries, although successful enough in its way, has generally failed because of the poor flavour of the catch when delivered; but the brine system certainly promises to overcome this disadvantage, and incidentally provides shipowners with a new market for second-hand blonage, which will be fully appreciated by certain lines now that the standard of meat and fruit-carrying ships is improving so rapidly and there are so many ships for disposal which, excellent in themselves, are obsolescent for their particular trade.

Hartlepool is claiming to be the cheapest port on the North-East Coast, and Councillor H. L. Hogg, retiring president of the Hartlepool Shipbrokers' Association, states that while it is cheaper to shipwrecks than any of its rivals, yet its efficiency and despatch are unequalled. A further record in exports is expected this year.

CONSIGNEES NOTICE

Consignees of cargo ex s.s. "Benledi" are reminded to take delivery of their goods which will be subject to rent after August 8.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON & STRAITS.

The Steamship.

"BENLEDI"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 22nd inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 7th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 1st August, 1929.

TWO CARGO BOATS

RUN INTO BY A STEAM LAUNCH

Two cargo boats were tied up alongside the s.s. "Tanda," at the Kowloon wharf, taking off coal, yesterday when they were run into by the steam launch "Fook Hing," which had a boat in tow. Both cargo boats shipped water, but were saved by the crews dumping overboard all the coal which they had taken off the "Tanda," and they were kept afloat by heaving until help arrived from a Yau-mat siyyard.

The boats were eventually aukled and towed away for repairs. The crew of saving the coal from the harbour proceeded all day.

The "Fook Hing" was not damaged.

SHIPPING WEDDING

Two prominent shipping families were united by the wedding which took place at St. Margaret's, Westminster, of the Hon. Andrew Morton Weir, son and heir of Lord Inverforth, and Miss Iris Beryl Vincent, step-daughter of Sir Alfred Read, who is vice-chairman and managing director of Coast Lines, Limited, and several other shipping firms.

The bridegroom is a partner in the firm of Andrew Weir and Co., of London and Glasgow, and over 500 guests including many of the most prominent people in the world of shipping and in society were present.

PRESIDENT LINER SAILINGS

THE Dollar Steamship Line take great pleasure in announcing the inauguration of a new and direct service from Hong Kong to Honolulu, San Francisco and Los Angeles.

The S.S. "PRESIDENT HAYES" will sail from San Francisco on September 4 for Honolulu, Manila and Hong Kong arriving here on October 1. This vessel will sail with Cargo and Passengers on October 2 direct for Honolulu, arriving there October 17, thence to San Francisco, arriving there October 24 and Los Angeles October 26.

For the time being a regular Monthly Service will be maintained.

Shippers will find this service of great advantage in that it permits of their goods being landed in San Francisco in 22 days.

Passengers will appreciate this opportunity of travelling in comfort direct to San Francisco via Honolulu over smooth southern seas.

For reservation of cargo space and passenger accommodation please apply to

THE ROBERT DOLLAR CO.,
12, Pedder Street.

SPEED—GOOD SERVICE—COMFORT

S.S. CHUEN CHOW

Week Day Sailing from Hong Kong at 2 p.m.

Arriving Macao at 5.30 p.m.

Sailing from Macao at 7.50 a.m.

Arriving Hong Kong at 11.20 a.m.

Sunday Sailing from Macao at 6 p.m.

H.K. 10 p.m.

Freight and Passage apply to—
CHUEN ON STEAM BOAT CO., LTD.
4, Connaught Road W. Tel. C. 6061.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.

Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.

Estimates furnished on application.

Hong Kong, April 1, 1924.

CONTINENTAL PORTS

New Waterway arrivals in the week ended June 22, numbered 315 of 319,998 net register tons, compared with 501 of 470,294 net tons in the week ended June 23, 1928, and included 79 British, 68 Netherlands and 59 German vessels; bunker-calls numbered 25, the same as last year.

At Rotterdam port arrived 256 vessels of 451,051 net tons compared

with 245 of 392,695 net tons last year, of which 212 were laden, 106 carried general cargo, 44 ore, 16 coal, 14 grain and 14 wood. Sailings with cargo numbered 178 and included 53 coal, 3 coke and 2 pig-iron cargoes.

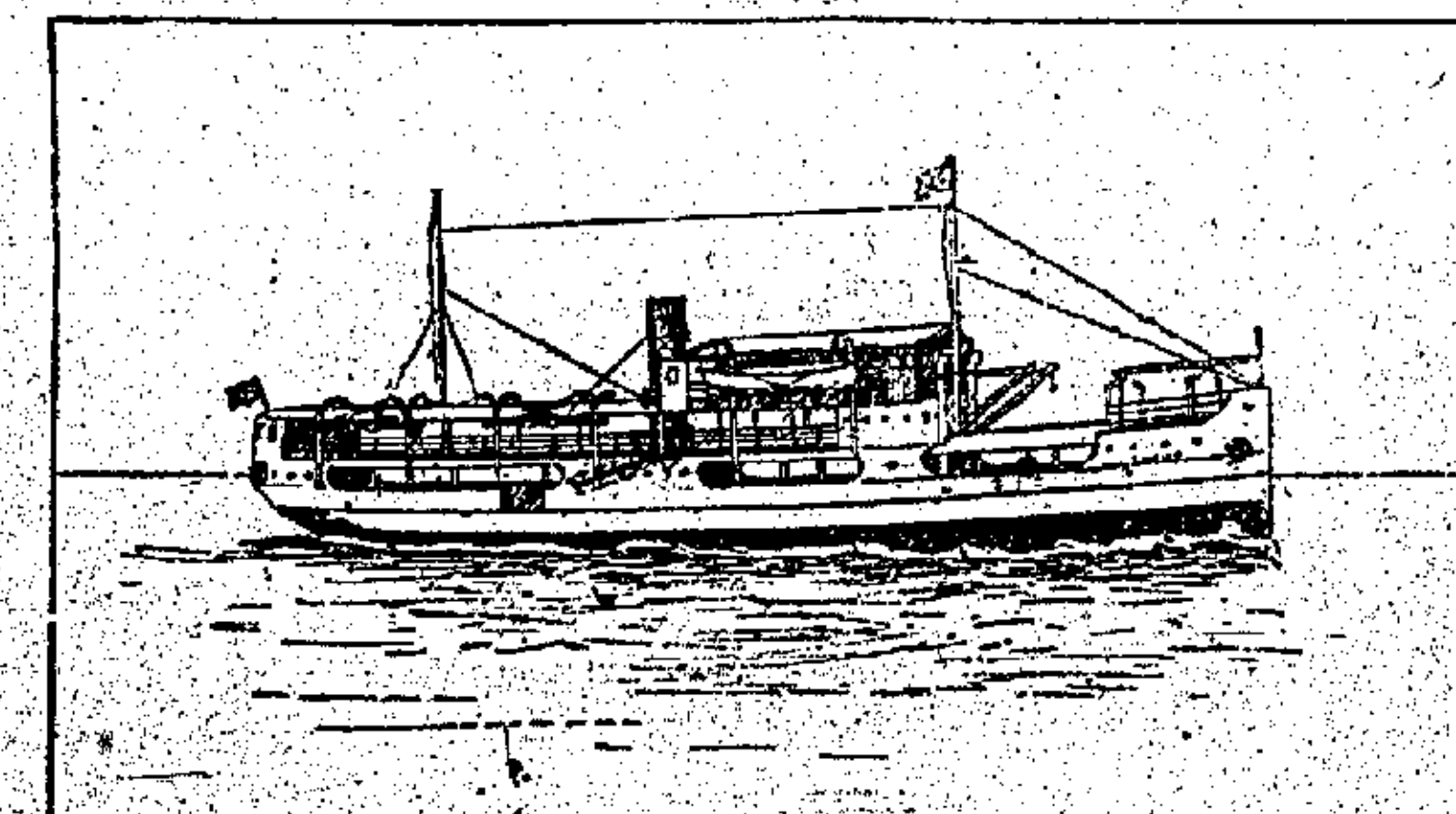
Arrivals at Amsterdam in the week ended June 22, numbered 59, compared with 68 last year, of which 50 were laden; 35 carried general cargo, 4 coal, 3 grain and 11 wood; bunker-calls numbered 5, compared with 8 last year. Sailings with cargo numbered 38.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.

The Company possesses 51 Granite Docks and Two Patent Shipways. The dimensions of No. 1 Dock are 700 ft. x 86 ft. x 30 ft.



M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P. x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

Codes Used: A1, A.B.C. Fifth Edition; Engineering; First & Second Edition; Western Union and Watkins.

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"White Label"
WHISKYA. S. WATSON & CO., LTD.
Wine and Spirit Merchants.
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FULL SWING
SPECIAL BARGAINS.

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FULL END TIES.
\$1.00 each.

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INDIA GAUZE VESTS.
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WOOLLEN GOLF
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\$12.50 each.

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TENNIS SHIRTS.
\$1.95 to \$3.50.

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MEN'S WHITE LAWN
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\$1.00 for 5.

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ART SILK AND COTTON
SOCKS.
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65 only

LIVE LASTIC BELTS IN
WHITE, GREY, Etc.
\$2.50 each.

12 only

MEN'S FLANNEL BLAZERS
AIR FORCE BLUE.
\$9.50 each.Thousands of Others. Call Early.
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THE BEST Antiseptic
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THE MOST RELIABLE GermicideAcid-free, Non-poisonous, Deodorising,
Bleaching, Healing.

Specify and Insist on

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and accept no substitute.



JUNICOSAN.

A Preparation Rich in Guaiacol.

This Standard remedy is highly recommended by the Medical Profession, has been tested many times and is a trustworthy cure for All Affections of the Lungs and Respiratory ORGANS. Has been used with the greatest success in all catarrhal affections, especially Chronic Cases. In coughs and colds, whooping coughs, bronchitis, influenza, inflammation of the Lungs and in convalescence therefrom. Works wonders in all stages of Tuberculosis.

OBTAINABLE AT ALL DRUG STORES.

Sole Agents:—LYEN BROTHERS
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In order to carry on your daily duties to the best of your capabilities and yet remain in perfect health you must have wholesome nutritious food.

Dairy Farm MILK is a fine wholesome creamy food, containing strength-giving properties combined with a delicious flavour.

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Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

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Hong Kong, Tuesday, Aug. 6, 1929.

DECISION WANTED NOW

Much as we admire Mr. J. O. P. Bland for his fearless criticism, his long experience of affairs in China and his seemingly endless store of facts from the best-informed sources, we cannot altogether agree with some of the observations he made recently, which were quoted in the "China Mail" last week. Mr. Bland took it upon himself to suggest to Mr. Ramsay MacDonald that there now lies an opportunity to demonstrate statesmanship superior to that shown by Mr. Stanley Baldwin in guiding Britain's China policy. If we place ourselves in the position of having to decide a three-party issue—for want of a better local parallel—we might illustrate the position by referring to Mr. Justice Wood's judgment on the interpleader summons in the recent junk case. Mr. Bland, as claimant, fails. Britain, as say, a judgment creditor, loses the order for sale (under execution). China, the defendant, sits tight. And nobody gets the junk.

We are at one with Bland in saying that conditions do not warrant the policy of conciliation based on Sir Austen Chamberlain's desire "not to embarrass the Nationalist Government of China in their task of introducing order in the territory under their control." Mr. Bland has made out a very strong case in accusing the present National Government functioning in Nanking, and Marshal Chiang Kai-shek in particular, of being "more hated and feared than any of the short-lived rulers whom the people (of

China) have endured since the Revolution." If Mr. Bland asserts, as assumedly he does, that a more active policy should be pursued by Downing Street, he does not say how far Britain should go. He states that the so-called "unequal Treaties" must still be firmly maintained as "an indispensable condition of continued intercourse," but he is silent on how the stand to be adopted by the British and other leading nations is to be modified from time to time to meet the changes which most assuredly will come in due course.

Far be it from us to say that China has no case to answer. *Prima facie*, the rendition of the Provisional Court of Shanghai into Chinese authority outright will be premature if carried out on the first of next year, as is asked for by a great many Chinese. Abolition of Consular jurisdiction is another problem which is being brought up for discussion. Clearly, in spite of some particularly clever arguments by Chinese journalists, the time is not ripe yet. But indefiniteness is not satisfactory to either side. Certain issues have to be faced and, we feel, the time has outgrown the famous "conciliation" pro- pounded by Sir Austen Chamberlain in an hour of trial two years ago.

Much has been conceded since then. Recrimination has been followed by reconciliation. Thanks to whoever the credit is due (and it has to be noted that Mr. Bland condemns the "friendliness" engendered by the Foreign Office school of thought) and also the British public, "in its general unconsciousness of the dangers, by its silence, giving consent"), there is no animosity to speak of at the moment. Several important points of contention have been removed. When, however, such claims as those regarding the Shanghai Court and Extra-territoriality are pressed by China's diplomats, Britain will have to say yea or nay. A word in time as to the direction in which the Labour Government at Home is inclining will remove uneasiness out here, even if the news be unfavourable. At worst one can be prepared for that which may come.

FIRST AID

It appears almost inevitable that during the bathing season there should be annually a number of drowning accidents. Apart

from the risks that young people will take, heedless of warnings, and apart from the peculiarities of currents and so forth, death sometimes occurs through the ignorance of rescuers regarding artificial respiration. In the course of an inquest at Kowloon last week on the body of a Chinese boy who was drowned in a quarry off Laichikok Road, the Coroner, Mr. T. S. Whyte-Smith, manfully remarked that "he was ashamed to say that he himself did not know anything about artificial respiration." There are very many others both in the Government Service and out of it who can confess similarly—probably through the lack of opportunity in their younger days.

But with such a useful body as St. John Ambulance Brigade functioning in our midst there are always opportunities of acquiring a practical knowledge of first aid. On occasions too numerous to mention in the past lives have been saved here through the instrumentality of first aid principles. "It is never too late to learn" can be applied to first aid as to many other things. The officers, and the rank and file, of St. John Ambulance Brigade are ever ready to impart a knowledge of first aid to others, young and old, foreigner as well as Oriental. Nor does it require membership of St. John Ambulance Brigade to receive a course of first aid lessons. These can be had privately. All that is required is for a number of people, say ten, to send in a request to Mr. E. Ralphs, Assistant Commissioner, at the Education Department, and classes will be arranged to meet the convenience of the students. This fact is emphasised not through any desire to make those ignorant of artificial respiration any more ashamed—it is not everybody who will manfully admit a lack of knowledge in an open Court—but with a desire to see the facilities offered by St. John Ambulance Brigade more widely taken advantage of locally. It is a matter for gratification that a knowledge of first aid more universally obtains than at any previous period in the Brigade's history, but so long as bathing fatalities occur so long will be the demand for recruits for first aid classes. The St. John Ambulance Brigade have ever found a fertile field in members of Boys' Brigades, Boy Scouts, and Girl Guides; but there are, unfortunately, vast numbers outside the ranks of such excellent organisations to whom first aid is a sealed letter.

Frying Services

The "Graf Zeppelin's" present journey to New York has been much more satisfactory than the attempt which the same vessel made about a year ago. The first effort was, of course, much in the nature of a pioneer attempt to Germany, and compared with that of the British airship, which performed the flight a few years previously, it was little short of being a fiasco. Since then the "Graf Zeppelin" has had considerable overhaul and has made several voyages in other parts of the world, notably one recently to Egypt. Her present performance is stated to have encouraged the well-known German concern "Hapag" to contemplate a regular trans-Atlantic service, and "Zeppels" four times as large as the "Graf" are already mentioned as likely to participate. America and Great Britain will have to look to their laurels, in flying, if they would prevent German enterprise from getting ahead of them. Healthy rivalry will do no harm, and so far as the general public is concerned, it will probably lead to considerable increase of aviation services throughout the world.

Only one case of diphtheria (Chinese) was notified on Sunday and Monday.

A coolie was fined \$2 by Mr. T. S. Whyte-Smith for wasting water by bathing under a street fountain on the Laichikok-road at 4.30 a.m., yesterday.

For cruelty to 21 chickens by overcrowding them in two small crates, large enough to carry five chickens each, an aged Chinese was fined \$5 by Mr. T. S. Whyte-Smith at the Kowloon Magistracy.

MRS. SOUTHERN

DEPARTURE FOR HOME THIS EVENING

COLONY'S TEMPORARY LOSS

General regret will be felt that Mrs. Southern, wife of the Colonial Secretary, leaves for home this evening, the regret being deepened by the fact that she is going to see her sick mother.

In very many spheres Mrs. Southern has earned for herself a popular niche, there being hardly any work of public interest with which she was not associated in some way or other. Whilst the Hon. Mr. W. T. Southern was Officer Administering the Government during the absence of His Excellency Sir Cecil Clementi, Mrs. Southern proved an acceptable hostess, whilst her services were in constant request at public gatherings.

The "China Mail" is but re-echoing the sentiment of the whole community in wishing Mrs. Southern a pleasant voyage, cheerful news at home, and a speedy return to the Colony.

CHEFOO SCHOOLS

UNIQUE SUCCESS OF KOWLOON PUPILS

AWARDED BLUE RIBAND

The "China Mail" has received the list of prizes for the China Inland Mission School, Chefoo.

A unique feature was the success of Helen and Arthur Smith, of Kowloon, who not only took nearly all the top prizes but each received a blue ribbon of the schools in the shape of the Conductor's Watch the same year. This has never happened before, and Mr. A. W. Smith ought to be proud of his children and their great success.

The full list of prize winners will appear in to-morrow's "China Mail."

ADMIRAL LEVESON

SIR L. GUILLEMAR'S TRIBUTE

Sir Laurence Guillemard in a letter to the "Times" in mail week wrote:

"Will you allow me to supplement your obituary notice of my friend Arthur Leveson (former C-in-C, China Station) with a few words as to his service as Commander-in-Chief in China, with special reference to that portion of the territories included in his command which is known as British Malaya? I may, perhaps, claim to be specially qualified to appraise the value of his work, as his term of office fell within the period of seven years during which I was Governor of the Straits Settlements and High Commissioner for the Malay States, and during the whole time I was in close and intimate touch with him.

I did not know him until he stayed with me on his way out to Hong Kong, but I was at once impressed by the alertness of his mind, the clearness of his vision, his infectious energy, and his boyish enthusiasm. He quickly realised the great and growing importance of British Malaya and the need of showing the flag in all the parts of the territory. During the whole period of his command we were seldom without a King's ship in Malayan waters, officers and men established the most cordial relations with the Malays of all ranks, and Leveson himself, in spite of the distance from his headquarters, lost no opportunity of visiting Malaya, where he laid himself out to get into friendly touch with the rulers of the several States. No man could have done more to maintain the prestige of Great Britain and to strengthen the ties of loyalty and affection which bind British Malaya to the Empire.

PRINCE SHOT

CHINESE GENERAL'S ACCIDENTAL DEED

Tokyo, Aug. 2.
Chang Tsung-chang former war-lord of Shantung province, shot and seriously wounded Prince Hsien-tai, cousin of the former "Boy Emperor" of China here today.

The circumstances were mysterious. Chang Tsung-chang claimed that the shooting was accidental. Chang has been in Japan since he was ordered out of China by the National Government following his stand against Chiang Kai-shek's armies in Shantung.—Associated Press.

HOME DROUGHT ENDS

FEAR THAT RAIN IS TOO LATE

London, July 29.
At last the long period of drought, which has been causing considerable concern up and down the country, has broken, although it is thought that the rain comes too late to be of much benefit to the farmers' cereal crops.—"Singapore Free Press."

Three months' hard labour was the sentence passed by Mr. T. S. Whyte-Smith on a coolie who was convicted of the theft of a lead pipe, which he took from the yard of a house in Middle-road, Kowloon. The accused alleged that an employee of the house gave him the pipe to take to Yaumati, but his story was not believed.

The members of the Sind Hindu Merchants' Club gave a tea party on the Club's premises as a farewell to their Hon. Secretary, Mr. N. Jeramdas, of Messrs. Thakurdas, Jeramdas and Co., on the eve of his departure from the Colony on his furlough. A suitably inscribed silver cigarette case was presented to Mr. Jeramdas as a souvenir.

P'RAPS—
P'RAPS NOT!

"Chaperons Come Into Their Own." A chaperon is an anti-chap.

We see an appeal for the Musicians' Benevolent Fund. Notes welcomed.

Friend—"By the way, how's your husband?"
Actress—"I hear he never looked better."

At the University cricket trial several players were bailed out.

A girl of fifteen has had a picture accepted by the B.A. Like herself—the picture of youth.

Teacher—"Rastus, what animal is most noted for its fur?"
Rastus—"De skunk; de more fur you gits away from him de better it is fur you."

A fortune has just been made by a looking-glass manufacturer. The benefits of reflection.

The Ceylon Railway will in future refuse to convey elephants on account of their bulk. Their trunks are heavier than other people's.

Mrs. J. Rufus Gotmillyns—"Jeems, tell my husband to come down to breakfast at once!"
Jeems—"Sorry, mum, but I don't know which bathroom he's in."

The R.M.S.P. Company, has decided in future to employ men only, and will now, we suppose, take the style of the Royal Male Steam Packet Company.

"Don't Marry an Artist." Not if he's your sweet-artist?

A halfpenny dated 1795 has been dug up at Walworth. There can be no doubt that there is money in London land.

Supported by their parents, a hundred school children have struck at Mitcham. We suppose they are affiliated to the Slaters' Union.

Mr. Ramsay MacDonald says that what he wants is a stable Government. Is that why there are several Mayors standing?

Diner—"Waiter! I would like a little game, please."
Waiter (under notice)—"Yes, sir. Would you like snakes and ladders or Ludo?"

"Reader Wanted." Most authors want a lot more than one.

"It's ten miles to town-as the flow cries."

"No, ten miles as the cry flows."
"Both wrong! Ten miles as the fly crows."

The Navy has been ordered to be vaccinated. To arms!

A Surrey hen, missing from home, was found sitting on a pheasant's eggs. The game chicken.

Patient—"I'm dreadfully nervous. I've never had an operation before."
Nurse (reassuringly)—"You needn't feel frightened, ma'am. Neither has the doctor."

"Queer Doings in the Bird World." We think this should be dealt with by the Royal Flying Corps.

There has been a partial eclipse of the sun on the other side of the world. This follows the partial eclipse of their cricket.

"Officer, you'd better lock me up. Just hit my wife over the head with a club."
"Did you kill her?"
"Don't think so. Thash why I want to be locked up."

There is again great fear this season of the "gate crasher" at parties. Several parties at Westminster also are fearful of intruders.

A man has been charged with 150 robberies on the Riviera. While the rich took their ease, he took everything else.

An itinerant collector of old iron was trundling his barrow along a very narrow road. Behind him was a somewhat elderly motor car, the impatient driver of which was shouting and tooting in his anxiety to pass the old-iron barrow. The old-iron merchant looked round at the car, and then addressed the owner:—"Orr right, guv-nor, I'll call for that to-morrow!"

Bobby (coming to parents' room during thunderstorm):—"I thought 'Id better come in; in case y' were n-nervous."

THEFT OF CLOTHING

2 CHINESE CHARGED BEFORE MAGISTRATE

A BOARDER'S OFFENCE

Two Chinese appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy, this morning on a charge of stealing 40 pieces of European clothing and 22 pieces of Chinese female clothing, to the total value of \$182, the property of Yung Chi, a young Chinese married woman, living at an unnumbered house in Prince Edward-road Mongkok.

First accused pleaded guilty, and said that the second accused had no connection with the actual theft.

Inspector H. Phillips said that first accused was a boarder in the old house of complainant, on the condition that she kept her boxes in the attic there.

On inspecting her house complainant found that the boxes had been broken open and all the clothing stolen.

First accused was arrested and found in possession of the goods, but at the same time he had given second accused, who had just come down from Canton to stay with him, thirteen pieces of the clothing to pawn, because he was "hard up."

The pawn tickets were later found in second accused's mother's house in Canton-road.

His Worship decided that although second accused did not actually steal, he could be charged with receiving stolen goods.

Sentences of six weeks' hard labour was passed on first accused, while the second was fined \$25 with the alternative of three weeks' jail. The clothing was ordered to be restored to complainant on payment of money to the pawn brokers.

INSTONE BREWER

(Continued from Page 1.)

road Central. On May 16 of the same year, it received the certificate to commence business.

His Lordship then asked Mr. Brewer if any deposit or security was required from the company under the Ordinance and Mr. Brewer said "No, my Lord."

Mr. Agassiz dealt with the appointment, by shareholders' resolution, of Mr. Lee Tung as the company's auditor. He pointed out that, under a "Gazette" notification, he was an auditor of Chinese limited companies.

Nothing But a Name

Mr. Brewer replied that at that time (of the resolution) he knew nothing of Mr. Lee Tung, who was nothing but a name to him, and that he (Mr. Brewer) had heard that Mr. Lee Tung audited 15 companies' books.

Nearly a year later, Mr. Brewer said, he investigated Mr. Lee Tung's qualifications. He found, he added, that the Ordinance was not clear and he thought he could not unset the appointment of Mr. Lee Tung. In this statement, Mr. Brewer also referred to the Registrar "purporting to find a distinction not in the Ordinance—an ultra vires proceeding."

Mr. Brewer agreed with Mr. Agassiz that Mr. Lee Tung's English was poor, but he pointed out that Mr. Lee Tung read English better than he spoke it.

On Mr. Agassiz asking whether it would not have been better to have appointed a European auditor, Mr. Brewer replied that as soon as he had the power to do so Messrs. Lowe, Bingham & Matthews "got the job."

"Yet you acquiesced in Mr. Lee Tung's re-appointment at an adjourned ordinary annual meeting," said Mr. Agassiz.

To this Mr. Brewer replied that then he had only just got back (to the Colony) and that he did not know some of the things he knew now.

Main Cause Failure?

Mr. Agassiz then asked "Do you agree that one of the main causes of the company's failure was lack of capital?"

Mr. Brewer replied "I entirely disagree." He went on to say that at the time of the liquidation there was an agreement to pay creditors in full and shareholders 75 cents in the dollar. "That is not failure," he concluded.

When the Court shorthand-writer asked Mr. Brewer to repeat this part of the evidence (it having been delivered rapidly) Mr. Brewer said "That is not failure; it is a reverse."

Another series of questions and answers followed and then Mr. Brewer said categorically that the Bank was never short of cash "until Mrs. Jansee Chin failed to pay her debt on June 1, 1928."

The examination is expected to be continued this afternoon.

Jugoslav Consulates in Vienna, Budapest, Berlin, Rome, Paris, Bucharest, Prague, Buenos Aires, and Corfu are to be abolished, while new consulates are to be opened in Hamburg, Bordeaux, Genoa, Pilsburg, and Sao Paulo; and a new legation under a charge d'affaires in Riga.

At Reno, Nevada, Mr. Joseph P. O'Brien was granted a divorce against his wife, Mabel Tagliaterra, the well-known actress. Giving evidence, Mr. O'Brien said that his wife left him at Hollywood in 1927, and later wrote that she would not return to him.

IN RUSSIA

HOLIDAYS GRANTED TO PRISONERS

CRIME AND CLASS

The Soviet judicial system, in many points of theory and practice, differs from those of Western Europe and America, writes the Moscow correspondent of a Home paper. Some salient features of the Soviet conceptions of law and justice are brought out in the course of an interview, granted in written form to the writer by Mr. Nikolai Krilenko, Attorney-General of the Soviet Union and public prosecutor in many famous political cases.

The organization of the Soviet courts, as outlined by Mr. Krilenko, may be briefly summarized as follows: Every-day cases are tried in so-called People's courts, consisting of a judge and two assessors. More serious civil and criminal cases are heard in provincial courts, which also possess appellate functions and exercise general supervision over the conduct of the People's courts. The tribunal of last appeal (although the All-Union Soviet Executive Committee always has the right to commute death sentences) is the Soviet Supreme Court, which also judges cases of exceptional political importance, settles disputes between separate Soviet Republics, and is the authorized organ for the solution of questions of constitutional practice.

To a question as to whether Soviet courts were bound to impose definite penalties for definite crimes, Mr. Krilenko replied: "The Soviet court applies repressions for concrete socially dangerous actions, but in determining its repressions the court is bound to appraise the degree of social danger both of the crime and of the person who committed it. Since, depending upon changing and varied conditions, times, places, and the individual peculiarities of the criminals, the degree of danger in the same crime, under different circumstances, is not identical, the sentences of the Courts for crimes of the same kind are distinguished by considerable flexibility."

Prison Policy

Discussing the prison policy of the Soviet Government Mr. Krilenko declared that the present tendency is to punish petty offenders with forced labour, reserving confinement in prison and exile for crimes of a more serious character. Among the characteristics of the administration of the existing prisons he emphasized educational work, aiming at the elimination of illiteracy and the organization of manual training courses, the granting of vacations to prisoners (probably a unique Russian practice) and "the elimination from the prison regime of everything that is not connected with the problem of social safeguarding, that aims only at the suppression of the human dignity of the prisoner." He gave as the figure for the number of persons now in confinement in Russia Proper, excluding Ukraine, White Russia, Trans-Caucasia, and Central Asia 113,555, declaring that this was considerably below the corresponding pre-war figure.

In reply to a question about the death sentence, Mr. Krilenko stated that "the application of this highest measure of social safeguarding by the courts is limited to crimes which are precisely mentioned in the Criminal Code, which represent the greatest social danger and strike at the bases of the Soviet order." He added that in 1923 in Russia Proper death sentences were passed on 479 persons. Of this number 289 were commuted by the Supreme Court, while the Soviet Executive Committee commuted about 30 per cent. of the remainder.

Mr. Krilenko declared that serious crimes in the Soviet Union had sharply diminished in comparison with pre-war times, and that a process of diminution had been noticeable ever since the end of the civil war, although there had been from time to time waves of certain kinds of criminality, such as hooliganism, bribe-taking, etc.

"Class Justice" The Soviet Attorney-General gave the following exposition of the principle of "class justice" which is so often mentioned in the proceedings of Soviet courts: "Consideration of the social position of the criminal is an obligatory, but not a decisive element in determining the measure of social safeguarding. Naturally, in the case of two quite identical crimes, the Soviet court will act differently toward the bourgeois, who has committed the crime as a result of his class ideology and habits, and toward the toiler who has committed a crime from poverty or lack of civic consciousness."

"But what is fundamental in the class approach is not only, and not so much, the social position of the person who has committed the crime as in the main, consideration of the social menace of the given person and the crime from the standpoint of the interests of the state of the proletarian dictatorship as a whole. Facts demonstrate that the majority of persons who commit the most socially dangerous crimes (counter-revolutionary and others) consist of kulaks (rich peasants) and capitalist elements, while individual toilers participate in such crimes only in exceptional cases."

HOLIDAY "TOLL"

25 DEAD AND SEVENTY-ONE INJURED

SMASH AT STAINES

London, Yesterday. Twenty-five persons were killed and 71 injured during last week-end in road accidents.

The most serious was that of a motor car crashing through a parapet at Staines Bridge and falling 25 feet and resulting in one being killed and four seriously injured.

The number of accidents, doubtless, were minimized because the roads to London last night were so jammed by motor cars that they were obliged to proceed at funeral pace.—Reuter.

MOTOR BANDITS

THE C. I. D. BEING AUGMENTED

London, Yesterday. Viscount Byng, chief of the Metropolitan Police, has promoted 50 uniformed police to augment the Criminal Investigation Department of Scotland Yard to meet the growing menace of motor bandits.—Reuter.

MOTOR SPEED

NEW FLYING LAP TRACK RECORD

London, Yesterday. Kaye Don, driving a "Sunbeam," established a new flying lap track record at Brooklands, by travelling over 134 miles an hour.—Reuter.

HERR WELSBACH

INVENTOR OF INCANDESCENT GAS MANTLE DEAD

Vienna, Yesterday. The death is announced of Herr von Welsbach, the inventor of the incandescent gas mantle.—Reuter.

SINGAPORE BASE

JAPANESE EXPECTANCY OF ABANDONMENT

PRESS COMMENTS

Tokyo, July 6. Abandonment by the Labour Government of the Singapore Base is confidently looked forward to by the Japanese press which, after noting that its construction was decided on during the Imperial Conference of 1921, declares that this decision was "the reply made to the anti-Japanese elements in Australia and New Zealand who feared that Japan would wage aggressive war on them."

The Tokyo "Nichi Nichi" (Tokyo Daily News), sister paper of the powerful "Osaka Mainichi" (Osaka Daily News), contends that it is impossible for Japan, however efficient her navy may be regarded, to wage such a war on account of the vast distances that will have to be covered.

"The Australians and the New Zealanders, however," it says, "confronted impossibility with probability and pressed for the construction of the Singapore Base in order to block Japan's exit to the Southern Pacific. This stirred the animosity of the Japanese, resulting in a disadvantageous position for Great Britain in the international politics of the Far East."

The paper then recalls that the first Labour Government discontinued work on the Base and argues that, with the signing by all of the multi-lateral pact to outlaw war, the British Commonwealth does not require such "obsolete" things as Bases to safeguard her position. In expressing a hope that Mr. MacDonald will see his way to have the Base abolished, the "Nichi Nichi" concludes its editorial by saying that it is strange that a Liberal, John Lambert, brought the question of abandonment of the Base up "the Liberals having thus outwitted the Labourites in a very important international matter."—Singapore Free Press.

WIDOW'S "MITE"

BEQUEST OF MAN WHO LEFT £14,063

A bequest of £1 a week during widowhood was made to his wife by Mr. Charles Haywood. Bath-road, Walsall, a spur manufacturer, who left £14,063. To his widow he also bequeathed his furniture and household effects, and stipulated that should she marry the residue should go to his children.

tion of the social menace of the given person and the crime from the standpoint of the interests of the state of the proletarian dictatorship as a whole. Facts demonstrate that the majority of persons who commit the most socially dangerous crimes (counter-revolutionary and others) consist of kulaks (rich peasants) and capitalist elements, while individual toilers participate in such crimes only in exceptional cases."

ROUND THE CINEMAS

"WILD ORCHIDS" COMING TO QUEEN'S

ETERNAL TRIANGLE

The story of "Wild Orchids" which will be shown at the Queen's Theatre from Thursday to Saturday, although built up about "the eternal triangle" is fresh and interesting.

Lillie Sterling (Miss Garbo), the wife of an American business man, engrossed in his own affairs, leaves with him for Java, where he plans to buy coffee plantations. On board, Lillie meets Prince de Gace (Nils Asther), a Javanese, who determines to win her love. Lillie is repelled by the savage characteristics which the prince displays at times, and yet fascinated by his good looks, and his ardent love making. Her husband, played by Lewis Stone, is unaware of what is going on, and eagerly accepts an invitation to the Prince's palace in Java. Here, through a series of slight accidents which he manages to create, De Gace forces his love upon Lillie.

Sterling discovers Lillie's unfaithfulness, and at a tiger hunt secretly empties the cartridges from De Gace's gun, leaving the Prince defenceless before the onrush of the tiger. At the last moment, Lillie intercedes for the Prince, and Sterling fires a shot which stops the tiger before he can kill De Gace. In the encounter De Gace is badly mauled, and it is necessary to take him back to his palace. There, Sterling decides to leave Lillie with the Prince, and secure a divorce. She convinces him, however, that, in spite of her momentary unfaithfulness, she still loves him and cares nothing for the Prince.

The background of exotic life in Java has been faultlessly brought to the screen, but yet has not been allowed to intrude upon the story itself.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Mr. A. H. Flowerdew expects to return to Malaya from leave early in November.

Miss Hyacinthe Portal, second daughter of Brigadier-General and the Hon. Mrs. Bertram Portal, of Southington House, Overton, Hampshire, is to marry Mr. Malcolm Mackintosh at Shanghai in the autumn, according to the Home papers.

The death has occurred of Mr. Lindsay John Robertson, who was Lecturer in Hindu and Mohammedan Law, Council of Legal Education, 1919-27, and Lecturer in Muslim Law, Colonial Office, 1919-26. He practised at Bombay during 1885-1912.

Mr. James Brailsford, a well-known sportsman in the Midlands, recently arrived in Singapore by the "Malwa" accompanied by Mrs. Brailsford. He has been appointed assistant manager of the Malayan Collieries, Batu Arang. During the past four years he has been manager of the Barnsley Main Colliery. Previously he held a similar post with the Peking Syndicate mines.

In his opening address to the Legislative Council of Ceylon, the Governor of Ceylon stated: "While congratulating our late Attorney General, Mr. Elphinstone, on his promotion to be Chief Justice of the Federated Malay States, we regret his departure. His legal and his political work alike were enlightened and enlightening, and both the Government and the Council have owed much to the wisdom of his advice."

Mr. Anthony Murison, son of Sir William Murison, Chief Justice of the Straits Settlements, was stepping into the launch to rejoin the "Malwa" at Colombo when he slipped and fell into the water but was rescued, none the worse for the immersion. Mr. Murison has just left Trinity College, Cambridge, and it is understood, after spending some time with his parents in Singapore, he intends to return to England to study as a chartered accountant.

The marriage took place at the Church of St. John the Evangelist, Bukit Nanas, of Mr. Philip James Dwyer, of Messrs. Robinson and Co., Ltd., Kuala Lumpur, and Miss Maria Josephine Smith, of Rennes, Paris. The bride was given away by Mr. W. Greig and was attended by Miss A. Square. Mr. T. R. Bennett was best man and Messrs. R. K. Comben and F. A. Hare were ushers. A reception was afterwards held at the residence of Mr. W. Greig. The honeymoon is being spent at Fraser's Hill.

THE CHINA MAIL, TUESDAY, AUGUST 6, 1929.

Glaxo

NEW ADVERTISEMENTS.

G. H. R.

NOTICE.

HONG HONG WATER SUPPLY

IT IS HEREBY NOTIFIED that commencing on THURSDAY, 8th instant, water will be turned on for 2 consecutive hours in each Rider Main District daily.

Information as to the hours of supply to any particular property may be obtained on application at the Office of the Water Authority, the Secretariat for Chinese Affairs at the Tung Wah Hospital.

Water will not be turned on to houses where pipes and fittings are found to be defective.

The principal mains will be closed nightly from 7 p.m.—6 a.m.

HAROLD T. CRESAY, Water Authority, Public Works Department, Hong Kong, 6th August, 1929.

HONG KONG TRAMWAYS, LIMITED

AN INTERIM DIVIDEND of Fifty Cents per Share has been declared payable on TUESDAY, 27th AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registration Office of the Company, Canal Road East, Bowrington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from TUESDAY, 13th AUGUST, to MONDAY, 26th AUGUST, 1929, both days inclusive.

By Order of the Board, W. F. SIMMONS, Secretary, Hong Kong, 6th August, 1929.

WANTED

WANTED—Experienced House Boy. Must speak and understand English. Apply 12, Magazine Gap Road.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments

To-day—Queen's Theatre; "Uncle Tom's Cabin."

To-day—World Theatre; "13 Washington Square."

To-day—Star Theatre; "Wickedness Preferred."

To-day—Majestic Theatre; "The Lovelorn."

Lammeris' Auctions

Aug. 7—At 42, Humphreys' Building, Kowloon, household furniture, 11 a.m.

Aug. 7—At Sales Room, Duddell-street, valuable leasehold property (situated at Shameen, Canton), 3 p.m.

Aug. 8—At 10A, Mody Road, Kowloon, household furniture, 11 a.m.

Aug. 8—At Sales Room, Duddell Street, a collection of curios, 2.30 p.m.

Sport

Aug. 15—At European Y.M.C.A. hard courts, knock-out tennis tournament, 5.15 p.m.

Home Mail

To-day—Outward for Europe via Marseilles ("Patrolus"), 6 p.m.

Miscellaneous

Aug. 10 and 24—European Y.M.C.A. bathing picnics.

Meeting

To-day—Sanitary Board Meeting, 4.15 p.m.

Two totem poles, a birch bark canoe, some negro spirituals, and an expert from California to teach the Indian sign language, will be among the contributions of the American Scouts who are now in England for the World Scout Jamboree, which opened at Birkenhead on Wednesday.

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Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon 25's 6.25 " "

LA CORONA:

Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
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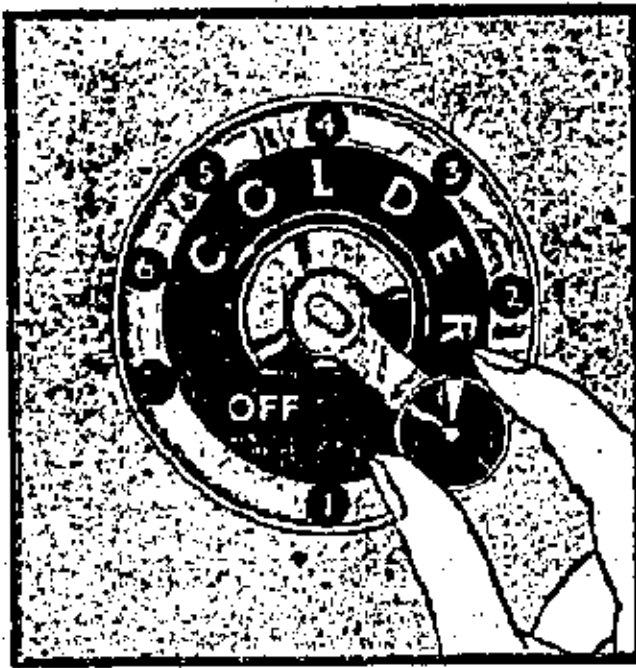
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HONG KONG BANK

NOT SERIOUSLY AFFECTED BY
CHINESE POLITICS

A HOME VIEW

"Frank Simmery," in his weekly column in the "Financial News," of advice to the investor, who thinks about safety first, and yield and appreciation in the second place only, says this of the Hong Kong and Shanghai Bank: "Conditions in China have I think, been a good deal misunderstood. It is true that the country is still going through a period of great political uncertainty, but that uncertainty has not had a proportionate effect on the country's trade. On the other hand, the prices of Chinese loans and the shares of companies operating in the country have been affected."

The shares of the Hong Kong and Shanghai Banking Corporation appear to me a case in point. In 1925 the shares stood at \$151, whereas now they are around \$134, at which prices the yield is about 6 per cent. The issued and paid-up capital of the Hong Kong Bank is \$20,000,000, the present exchange rate being about 2s. 5d. to the Shanghai tael. The shares are of \$125 denominations fully paid, which is the equivalent of around \$15 per share. Since the capital was increased to \$20,000,000 in 1921, the bank has paid annual dividends amounting to 28 per share, viz., an interim of \$3, a final of \$3 and a bonus of \$2. During the same period profit have not shown any undue fluctuations. In 1922 net profits were shown at \$12,932,404, while in 1927 (a year in which conditions in China were by no means satisfactory) the record profit of \$14,239,288 was made. For 1928 the amount was \$13,430,061.

The finances of the corporation are, of course extremely strong. It is true that the main business of the corporation is connected with China, but the profit record over the last seven years shows sufficiently well that the company's interests were not seriously interfered with by political conditions.

"SWEATING"

GIRLS FINED WHEN THEY FAINTED

The Sensational Committee inquiring into the strikes in the Southern textile mills heard harrowing stories of the conditions which have caused the workers to revolt.

Workers told of literal "sweating," with humidifiers filling rooms with steam to offset the aridity of the temperature, of girls on miserable wages fined if they fainted at work or if they stopped to powder their noses; of conditions so generally unbearable that employees struck even before attempts were made to form them into Unions.

The most striking witness was Martha Bowen, who had never before been outside Tennessee.

Mr. Thomas McMahon, of the Textile Union, told the Senators that conditions in Carolina were even worse than Tennessee.

"COUNTESS'S" PRESENTS

EMPLOYERS' JEWELS FOR A DANCER

"The Countess of Granados," in reality a maidservant, named Gabrielle Bernard, has been condemned in Paris to six months' imprisonment, with the benefit of the First Offenders' Act. Gabrielle, it was alleged, made presents of her employers' jewels to a professional dancer, named Carlos Alini, who was also put in the dock, protested that he accepted the gifts in good faith. "How," asked the Judge, "could you imagine that you had to do with a Countess?" He replied: "The cloakroom lady assured me she was." Carlos's sentence was six months, without any benefit.

FLAT FAMINE

PRINCESS & FAMOUS ACTRESS IN COURT

New examples of the law's indulgent attitude to victims of the Paris flat famine have recently been given in a case in which Mlle. Spinelli, the actress, applied for a writ of ejectment against one of the tenants in a block of flats which she owns. The court would not grant it before July 15. The tenant, the Princess Coloredo Mansfield, who is herself a house-owner, was allowed to remain till then, on pleading that she was unable to eject her own tenants.

WAREHOUSE FIRE

LIMEHOUSE BUILDING DESTROYED

London, July 28. An outbreak of fire at the large wool warehouse in Limehouse, of Messrs. Brown and Eagle resulted in the destruction of the building.

A number of other buildings in the vicinity were seriously threatened by the efforts of the Fire Brigades saved them from being set alight. (Singapore Free Press.)

OLD TAYLOR

AGED BY TIME

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	1/11 3/4
Bank, wire	1/11 3/4
Bank, on demand	1/11 3/4
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 3/4
Credits, 4 months'	—
'sight	2/- 1/2
Documentary 4 months'	—
'sight	2/- 1/2
On Paris—	—
On demand	119 7/2
Credits, 4 months'	—
'sight	127 2/2
On Berlin—	—
On demand	—
On New York—	—
On demand	46 1/2
Credits, 60 days' sight	48 1/2
On Bombay—	—
Wire	129 1/2
On demand	129 1/2
On Calcutta—	—
Wire	129 1/2
On demand	129 1/2
On Singapore—	—
On demand	83 1/2
On Manila—	—
On demand	94
On Shanghai—	—
On demand	82
30 day's sight (private paper)	—
On Yokohama—	—
On demand	99 1/2
Gold Leaf, 100 fine	—
(per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	24 5/16
Bar Silver in Hong	—
Kong	2 1/2% dis.
Copper Cash	Nominal
Copper Cents	3% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	3 1/2% dis.
Hong Kong Sub. Coin Par.	—

FACT AND FICTION

A JUDGE AND A NOVELIST ON CRIME

MR. MASON'S LAMENT

Lord Darling's long experience in the criminal courts has confirmed his belief that there are people who, apart altogether from the galling of wrong doing, take pleasure in crime for its own sake. Happily he believes quite as strongly that there are people who are not in the least likely to be tempted to crime. Speaking at the Forum Club on "Crime in fact," Lord Darling said he had always doubted the truth of Richard Baxter's comment on seeing a criminal pass by:—"There but for the grace of God goes Richard Baxter." Those who read Baxter's life must feel that nothing could have put him into that position.

"There are lots of people," said Lord Darling, "who would rather die of starvation than steal, many poor people who would rather live in extreme poverty than do a dishonourable action. And there are people much wealthier than I should care to be who cannot keep their hands from picking and stealing or their tongues from slander; people who will seek opportunities for doing evil things that afford them definite satisfaction. Other people are not to blame when these men go wrong, nor are they to be praised when the good men go right."

It was useless to say that some of these criminals who loved crime must be because they were criminals be pitted, coddled, and endowed with rest homes. The people who were inclined to crime and enjoyed it should be made to suffer. "There are professional criminals' organisations, gangs who possess motorcars and lead lives of luxury, and in some parts of the world there are more of them than in others."

The Root of the Law

Lord Darling made an interesting excursion back to the days of our aboriginal British ancestors to show where the national law with regard to criminals took root. He said the truth enunciated in philosophical terms by Jeremy Bentham, that a criminal act must be punished or have a widespread disastrous effect on the life of the community had been realised centuries ago by the common sense of the people and penalties exacted for crimes of theft or violence. The English system of administering justice was, he believed, the best system that existed in the world.

Lord Darling turned to the theory put forward by men who described themselves as expert psychologists or psychiatrists, that in certain circumstances the accused were not responsible for their actions. This theory was making headway in some other countries where, if a case were sensational enough, large funds would be raised to provide this defence. Under English law a person to be found guilty must be proved to have been in possession of his faculties when the crime was committed. Psychologists and psychiatrists now pleaded successfully in some countries that the criminal might be automaton. Lord Darling referred to a brutal case that had come before him when this theory was advanced. The accused had murdered a man and wife and their two children. The motive for the first murder was theft and fear of discovery was the motive for the others. A psychologist had tried to prove that the accused was a man of excellent character and motive, and that when he committed the murder he had been in the condition of an automaton.

Crime in Fiction
"I do not think there is much danger," said Lord Darling, "that such a theory will ever find much encouragement from the Judges of the King's Bench."

Mr. A. E. W. Mason, who followed with a discourse on "Crime in Fiction,"

T.T. on London

1/11 3/4

T.T. on Shanghai

82 1/2

Banks

H.K. Bank

\$1234 x div.

H.K. London Reg.

\$125 1/2 n

[Cum div.

Chartered Bank

\$195 1/2 b

Mercantile A. & B.

\$32 1/2 n

Mercantile C.

\$15 1/4 n

P. & O. Bank

\$94 n

Bank of East Asia

\$90 1/2 n

Insurances

Union Insurance

\$620 n

Union Insurance

\$326 b

North China Insurance

\$160 b

Yangtze Insurance

\$850 n

China Underwriters

\$2 s

China Fire Insurance

\$310 b

H.K. Fire Insurance

\$770 n

Shipping

Douglases

\$27 1/2 n

H.K. Steamboats

\$24 1/2 s

H.K. Tugs & Lighters

—

Indo-Chinas (Pref.)

\$47 1/2 b

Indo-Chinas (Def.)

\$70 n

Shell Transports (old)

\$2/6 n

Shell Transports (new)

—

Union Waterboats

\$22 s

Mining

Benguets

\$3.10 b

Kailan Mining Ad.

\$68/6 n

Langkats (comb.)

\$15 n

Langkats (single)

\$7 1/2 b

Shanghai Explorations

\$72 s

Shanghai Loans

\$74 1/4 n

Raubs

\$8 1/2 b

Tronoh Mines

\$21/- b

Docks, Wharves, Godowns, &c.

H.K. & S. Wharves

\$127 1/2 b

H.K. & W. Docks

\$32 1/2 b

China Providents

\$420 b

Hongkows

\$175 n

New Engineerings

\$174 n

Shanghai Docks

\$133 1/2 b

Cotton Mills

Ewo Cottons

\$15.35 b

Oriental Cottons

\$2.80 b

Shanghai Cottons (old)

\$1.81 b

Shanghai Cottons (new)

\$1.45 b

Lands, Hotels & Buildings

H.K. & S. Hotels

\$8.35 b

H.K. Lands

\$59 b

Shanghai Lands

\$1.17 b

Humphreys' Estates

\$13 1/2 b

H.K. Realities

\$8.15 b

H.K. Territorials

—

Prince's Buildings

—

Public Utilities

H.K. Tramways

\$18 1/4 a

Peak Trams (old)

\$11.80 n

Peak Trams (new)

\$6.05 n

Star Ferries

\$54 n

China Lights (comb.)

—

China Lights (old)

\$13 1/4 b

China Lights (new)

\$13.10 b

China Lights 1928 issue

—

H.K. Electrics (old)

\$56 b

H.K. Electrics (new)

\$56 1/2 sa

Macao Electrics

\$26 1/4 n

H.K. Telephones

\$7 n

China Buses

\$1.14 b

Singapore Tractions

\$11/-

Singapore Pref.

\$20/-

Sandakan Lts.

\$2 1/2 s

Industrials

China Sugars

95 cts. n

Malayan Sugars

\$27 n

Canton Ices

\$2 n

Cements (comb.)

\$9.20 s

Cements (old)

\$7.70 b

Cements (new)

\$1.40 n

H.K. Ropes (old)

\$7 s

H.K. Ropes (new)

\$7 s

United Asbestos

\$5 b

Stores, &c.

Dairy Farms

\$10 1/4 n

Watsons

\$11.90 n

De A. Wings

80 cts. n

Lane Crawford

\$1 1/4 n

Mackintoshes

\$18 b

Sinacres

Sport Columns

WATER POLO

CHINESE TEAM AGAIN VICTORIOUS

LEAGUE POSITIONS

Two more water polo matches were played yesterday evening at the V.R.C. and with another victory going over to the Chinese "B" team, at the expense of the Somerset Light Infantry team, this outfit is now at the top of the league.

The game between the Chinese and the Infantry men resulted in an easy victory for the former, who left the water with four goals to one. They were the faster swimmers and showed better team work. S. W. Leung drew first blood for his side, while K. C. Chen increased the lead by scoring another goal before the interval.

S. L. Chan, shortly after the resumption, was ordered out of the bath for punching the ball. This, however, did not handicap the Chinese players, for no sooner than he was out of the bath, Leung Shui-man, with a redoubled effort, scored another goal.

The one and only goal going to the credit of the Infantry men was scored by Early from a corner, and just before the whistle went, Lai netted again for his side.

Kowloon v. K.O.S.B.

In the tussle between the Kowloon "A" and the K.O.S.B., there was a certain amount of fouling on both sides, and Simpson of the Kowloon team was ordered out of the bath. He opened the score for his team soon after the start, and lost no time in taking the lead another stage further.

The second moiety saw Kowloon being penalised on several occasions for fouling and Simpson, who waded within two yards of the goal, was told to leave the bath. With only six men against them, the Bordiergs pressed hard and succeeded in sending the ball to the net through brilliant play by Walker. Simpson returned to the bath later, and scored another goal, making the score 3-1 in favour of Kowloon.

LEAGUE TABLE

	P.	W.	D.	L.	F.	A.	Pts.
Chinese "B"	2	2	0	0	0	1	4
Kowloon "A"	2	2	0	0	0	3	4
V.R.C. "B"	1	1	0	0	10	0	2
Navy	1	1	0	0	2	1	2
V.R.C. "A"	1	1	0	0	0	0	2
K.O.S.B. "A"	1	0	0	0	1	2	0
Chinese "A"	1	0	0	1	0	0	0
Kowloon "B"	1	0	0	1	0	10	0
Somerset	2	0	0	2	3	8	0
K.O.S.B. "B"	2	0	0	2	1	5	0

LAWN TENNIS

A NEW BRITISH "HOPE"?

One is perhaps justified in thinking that H. G. N. Lee, who won the lawn tennis singles at Beckenham may one day be an English "hope." He won from a field that included Raymond, Robbins, Miki, Ohta, A.A. Fyze, Wright, and Crocker (the Canadians), Peters, Oliff, Greig, Latchford, and Lygett, and dropped only one set—to Raymond. Lee is Britain's best example of a young player who relies on a masterful forehand. He reminds one of what the great S. H. Smith was able to accomplish with that stroke. Lee does not hit the ball as hard perhaps as Smith, but he is very severe, indeed, and has the ball in admirable control.

Unlike Smith, Lee has a backhand, and, after a particularly savage drive, and will go to the net to deal suitably with the reply (if any) with a volley. Hitherto, owing to examinations, Lee has not done much in tournament, but he has sat for his final, and is now able to indulge himself. Lee is very quick on the court, has courage and good court-craft, and his best stroke is the short sharp cross shot to the forecourt.

Twenty-two and tireless, Lee may well become our foremost player. The worst of our "hopes" hitherto is that they have all been of the deferred variety.

GOLF

DAWSON GOES TO BOOKLESS AT ABERDEEN

London, July 27.

In the final of the Scottish Amateur Golf Championship, played at Aberdeen, John T. Bookless (Nairn) defeated James E. Dawson (Troon) by 5 and 4.

Bookless reached the semi-final of this championship in 1925, won the Nairn Tournament last year and also the Inverness Club Championship. He was also successful in the Lossiemouth Tournament in 1925.

Dawson reached the last sixteen in the British Amateur Championship two years ago and was in the last eight of the Scottish Amateur Championship also in 1927. He has done the second hole at Cathkin Braes in one stroke.

WOMEN BEAT THE MEN

Miss Joyce Wethered, the new British champion, captained the team of women against the men in the annual match at Stoke Poges, near Slough. For the second year in succession the men, conceding nine strokes by way of handicap, sustained a heavy defeat, the margin of this occasion being twelve matches to three.

The men's team lacked the support of C. J. H. Tolley, R. H. Wethered, Major Hazlet, and W. Murray, who were engaged elsewhere, but the women's side was at full strength. Miss Wethered was in irresistible form, her opponent having no chance whatever. Neither, in fact, had most of the other men players, only two of whom won their matches in the singles.

Of the five matches in the four-somes the women won four, their one loss being the game in which Miss Dorothy Pearson and Mrs. Cautley were partners. They were beaten by Capt. R. H. Johnson and W. L. Hartley by two holes. In the leading match, Miss Wethered and Miss M. Gourlay defeated D. B. Anderson, the Surrey Champion, and C. Shankland, of St. George's Hill, by 2 and 1.

A curious feature of the game was that the women appeared more capable of winning holes where they were not in receipt of strokes than the holes where the handicap allowance operated. For example, the women won the eighth, which was played on level terms, where Shankland sliced his drive and his partner was over the green. Then at the ninth, where the women were receiving a stroke they only managed to scrape a desperate half. At this stage the women were two up, but they lost the tenth, where Miss Wethered was responsible for laying her own side a stymie—an unforgivable offence. Winning the short eleventh in 3 the women never again looked back.

The two women to lose their matches were Mrs. Guedalla, who was beaten by Shankland on the last green, and Miss Doris Fowler, who lost to Board by four and three.

RACING

ROYAL HUNT CUP DAY

There was what seemed to be an enormous attendance for the Royal Hunt Cup day at Ascot. Proceedings began badly for backers. Lord Astor's Oaks winner, Pennycomequick, was very generally selected as the good thing of the card to win the Coronation Stakes for three-year-old fillies over the old mile—the mile with a bend in it. There was about £4,000 for the winner. If it was not to be Pennycomequick, then Colonel Loder's filly, Sister Anne, whose saddle slipped in the Oaks and who was in receipt of 7 lb. from Pennycomequick, was the next likeliest. But Lord Londsdale's bay filly Daumont, by Diligence, whose stock is doing very well this year, won by two

lengths, and neither of the above-mentioned finished in the first three.

There was an hour's interval before the Royal Hunt Cup, run for over the new mile, which is really 54 yards short of a standard mile, but its gradients that have to be climbed in a race run at full speed from end to end make it a severe test. There had been lots of changes in popular opinion with regard to the probable result. The actual winner, Lord Michelham's five-year-old bay horse Songe, by Sundari—Dalanca, had been bred in France. He carried the "steadier" of 8st. 11 lb., including 10 lb. for a wh at Newbury the other day. The unlucky Caballero, ever nearly winning, was again second, beaten half a length, with Sir Abe Bailey's Gildard's Parade third. Mr. S. B. Joel's Knight of the Grail is always "going to do some-

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thing," but he could only finish fourth.

There was a dead heat between the Aga Khan's much fancied Rustom Pasha and Mr. Somerville Tattersall's Silvia for the Chesham Stakes of five furlongs for two-year-olds of both sexes, and the stakes were divided, as is directed by rule when the judge fails to separate a couple of two-year-olds.

POLO

SIAMESE PLAYERS TO VISIT AUSTRALIA?

We understand, says the Siam "Observer" that the question of a polo team from Siam visiting Australia this year has been receiving serious consideration. If it is not found possible to send a full team then Messrs. E. Chapple and J. Brunn may undertake the trip, and with Mr. Gordon McLeod, who at present is on a visit to Siam, and another player in Australia, compete in one or two of the tournament. It has all the appearance of being a very sound proposition, if the necessary arrangements can be made, for it would widen the experience of the visitors, who, on their return to Bangkok, would be in a position to strengthen the game.

The matter has been taken up in the Australian sporting Press, and from comments it is certain that any team from Siam would receive an exceedingly hearty welcome.

BIG WALK

ANOTHER VICTORY IN LONDON TO BRIGHTON & BACK RACE

Those experienced judges who thought that W. F. Baker, of the Queen Park Harriers, started much too fast in the London to Brighton and Back walking race of 104 miles, were probably right.

Although he repeated his success of 1926 in no uncertain manner, his time, 18 hr. 38 min. 7.2-5 sec., was not only more than half an hour worse than the record of

LABOUR'S RECORD

SOCIALIST M.P. CONDEMNNS THE GOVERNMENT

"MOST DISAPPOINTING"

London, Yesterday. "We are not prepared to wait centuries for Socialism," declared Mr. J. Maxton, M.P., in his inaugural speech at the Labour Party's summer school at Digswell Park, Hertfordshire. He said that the Government's two months' record was most disappointing. They must insist on disarmament. He expressed the opinion that defence armaments in peace time, when reduced to the final analysis, was that they were required for the defence of the Empire. The Socialist Government must break up the Empire into constituent parts as soon as possible.

The Cotton Crisis
Replying to Mr. George Bernard Shaw regarding the cotton industry crisis, Mr. Maxton said that the Government was empowered to declare a state of emergency.—Reuter.

LONDON-KARACHI

DAILY INSTEAD OF WEEKLY SERVICE?

London, July 11. The "Daily Mail" publishes an article from their aeronautical correspondent, declaring that the official system of dealing with the air mail is wrong.

He advocates the despatch of an aeroplane from Croydon to India daily, while, instead of subsidising an aeroplane which can carry a ton of mail to fly 5,000 miles with a quarter of a ton, the Post Office should cut red tape and ensure that a ton of first-class mail is despatched by that machine.

Letters appear in the Press today alleging that owing to the poor publicity given by the Post Office regarding the Indian air mail little is known even to merchants and others directly connected with Indian business.

The "Daily Mail" features the message regarding the "Statesman's" comments on the delay in India.

FAMOUS INVENTOR

DEATH OF EMILE BERLINER ANNOUNCED

New York, Yesterday. The death is announced of Emile Berliner, the inventor of the telephonic transmitter and gramophone.—Reuter's American Service. [Emile Berliner was born at Hanover, Germany, in May 20, 1851, and graduated at Samson School, Wolfenbittel, in 1865. He went to the United States in 1870 and was married eleven years later to Cora Adler of Washington. He invented the loose contact telephone transmitter or microphone in 1877.]

U.S. CRUISERS

SENATOR'S PROTEST AGAINST SUSPENSION OF WORK

Washington, Yesterday. A declaration has been issued by Senator C. E. Swanson, of Virginia, to the effect that President Hoover has proceeded "contrary to law" in directing suspension of work on three cruisers, asserting that Congress has given its plain mandate for the cruisers' construction.—Reuter's American Service.

In spite of shortage of bread the Soviet Government exported thirty-two wagon loads of grain to Germany via Riga during May in order to obtain foreign currency.

18 hr. 5 min. 51.3-5 sec. which he set up three years ago, but was 24 min. 30.2-5 sec. slower than the former record accomplished in 1907, by T. E. Hammond, when the course was half a mile longer and worse in surface than it is now.

Both Baker and Spicer were somewhat distressed at the finish, but Scott was remarkably fresh. J. N. Thomas (Belgrave Harriers) was fourth in 21 hr. 35 min. 7 sec., and became the only man who has done the walk three times. J. C. Johnson (Surrey Walking Club and Brighton Boys' Club) finished fifth, 21 hr. 40 min. 48 sec.

LORD LLOYD

EGYPT'S LATE HIGH COMMISSIONER

A GREAT RECORD

Mr. F. H. Brown, C.I.E., wrote in a Home paper when Lord Lloyd (then Sir George) was appointed High Commissioner for Egypt:—Sir George Lloyd will enter upon his High Commissionership in Egypt with a rare record of achievement. Diplomacy, travel, practical business in the great bank which bears the name of his family, eight years of parliamentary life, extraordinarily varied and adventurous service in the War, intimate study of the East—all these had been his before he found, when still under 40, his natural bent for administration as Governor of Bombay.

As a statesman he has insight and courage. It has only recently become known that it was Sir George Lloyd who, in the fateful hours at the close of July 1914, when British policy in respect to the German challenge was in the balance, sought out Mr. Bonar Law and Lord Lansdowne and urged the imperative necessity of giving spontaneous pledges of support to the Asquith Government if it stood by France and Belgium.

Resistless Energy

This resistless energy and high purpose was carried to Bombay, where Sir George, more than any Briton in India—at least, since the days of Lord Curzon—was "The Man Who Gets Things Done." Yet he had much less favourable atmosphere than the imperious Viceroy of a quarter of a century ago. Within a few months of his arrival, in December 1918, he was confronted with an outbreak of violence at Ahmedabad and other towns in Gujarat. The firmness and decision with which the situation was handled was never a subject of Indian complaint, whereas later the country rang with denunciations of the contemporaneous martial law regime in the Punjab, and more particularly of the Amritsar happenings.

By the rise of the non-co-operation movement under the inspiration of Mr. Gandhi, whose headquarters were at Ahmedabad, the Lloyd policy of insistence upon law and order without checking legitimate political activity was severely tested. The Government of India showed an excessive patience, and at last Sir George followed up earlier remonstrances by the plain declaration that unless the Mahatma was arrested he could not remain responsible for the maintenance of public tranquillity in the Presidency.

The arrest was made, and in that hour died the popular fable that the Government dare not touch Gandhi. To-day non-co-operation is dead.

Record of Progress

Sir George has left an imperishable record of progress in Western India. Its capital is being transformed by the great Back Bay reclamation and associated housing and development schemes; and a barrage across the Indus at Sukkur, as a means of bringing irrigation to the Sind deserts, is now being built after 70 years' discussion. It will be the means of irrigating a larger area than that comprised in the total cultivation of Egypt. In the Deccan, too, irrigation schemes have been initiated on a scale never before attempted.

Other achievements of Sir George's term were the provision for free compulsory education to extend to all parts of the Presidency within ten years, the introduction of the reforms, and the setting up of the first effective and comprehensive Labour Bureau in India.

In Lady Lloyd, a daughter of the Hon. F. C. Lascelles and formerly maid of honour to Queen Alexandra, the new High Commissioner has a helpmeet of great talent as well as charm, whose sound judgment is a good foil for his impetuous eagerness to see things through.

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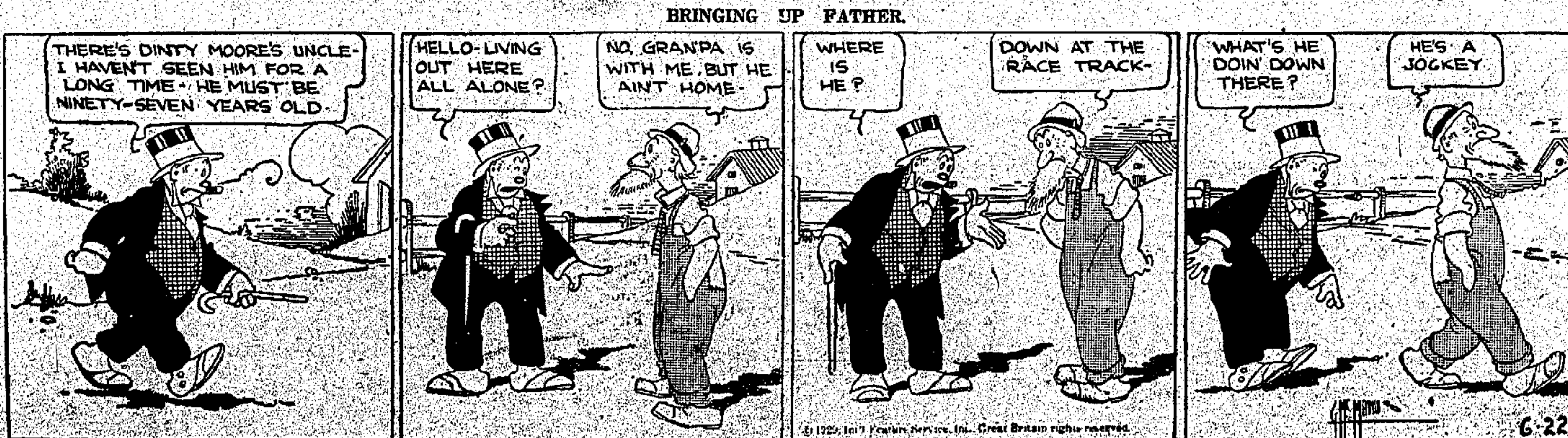
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World News In Pictures

An Old-Time Canadian



Rollin Kirby, famous cartoonist of the New York World and twice winner of the Pulitzer prize of \$500 for the best cartoon of the year—he was the winner for 1923—is not only a great cartoonist but an ardent fisherman as well. Kirby has fished in many rivers and lakes of Canada, and declares that no better fishing exists anywhere. His cartoon indicates that the fisherman is happy, far from business cares, and that he is sorry the boys in the office are not having such a good time.

Far-famed is the salmon of Nova Scotia, New Brunswick and British Columbia and there are expert guides aplenty to care for the angler and show him where the big ones lurk. The Laurentian Mountains region, not far from

Noblewoman Wins Shilling



Mrs. Rose Hanner, left, who lost court case against her noblewoman tenant to the tune of one shilling. Right, above, Lady Strabolgi, who won the infinitesimal judgment against the landlady following a free-for-all in the latter's London apartment house. Centre, Commander Kenworthy, member of Parliament and the Royal Navy, distinguished son of Her Ladyship, has made no public comment on his mother's tussle with Mrs. Hanner. Right, below, pretty Joyce Hanner, daughter of the London landlady, who helped to bear the family ill-will against Lady Strabolgi.

GOOD LAUGH OUT OF COURT ROW

Lady Strabolgi is richer to-day by a shilling and several pages of undesirable publicity as a result of winning a verdict in the London courts against Mrs. Rose Hanner, her landlady.

Her Ladyship, once a svelte and beautiful girl, but now a dowager of weight and inches, had rented the comparatively modest apartment with the friendliest of gestures; but thereafter, having differed with the Hanner woman and her daughter about heating, alterations of locks and other domestic details, she turned into a bitter foe of the proprietress, according to the testimony.

A scuffle and a row resulted in Lady Strabolgi summoning E. H. M. Muller of Knightbridge, whom she sent for the police. But Mrs. Hanner says, Muller first took vengeance in his own hands and seized her and threw her violently to the floor. She further swore that Lady Strabolgi took a hand—with sharp nails thereon—in the proceedings at that stage and that she

shook, bruised and scratched her. The daughter Joyce Hanner, ran to the defence of the landlady, a knife in her hand. Gentle playmate!

Mrs. Hanner took to her bed for repairs and entered suit for damages. Lady Strabolgi countered with other civil claims.

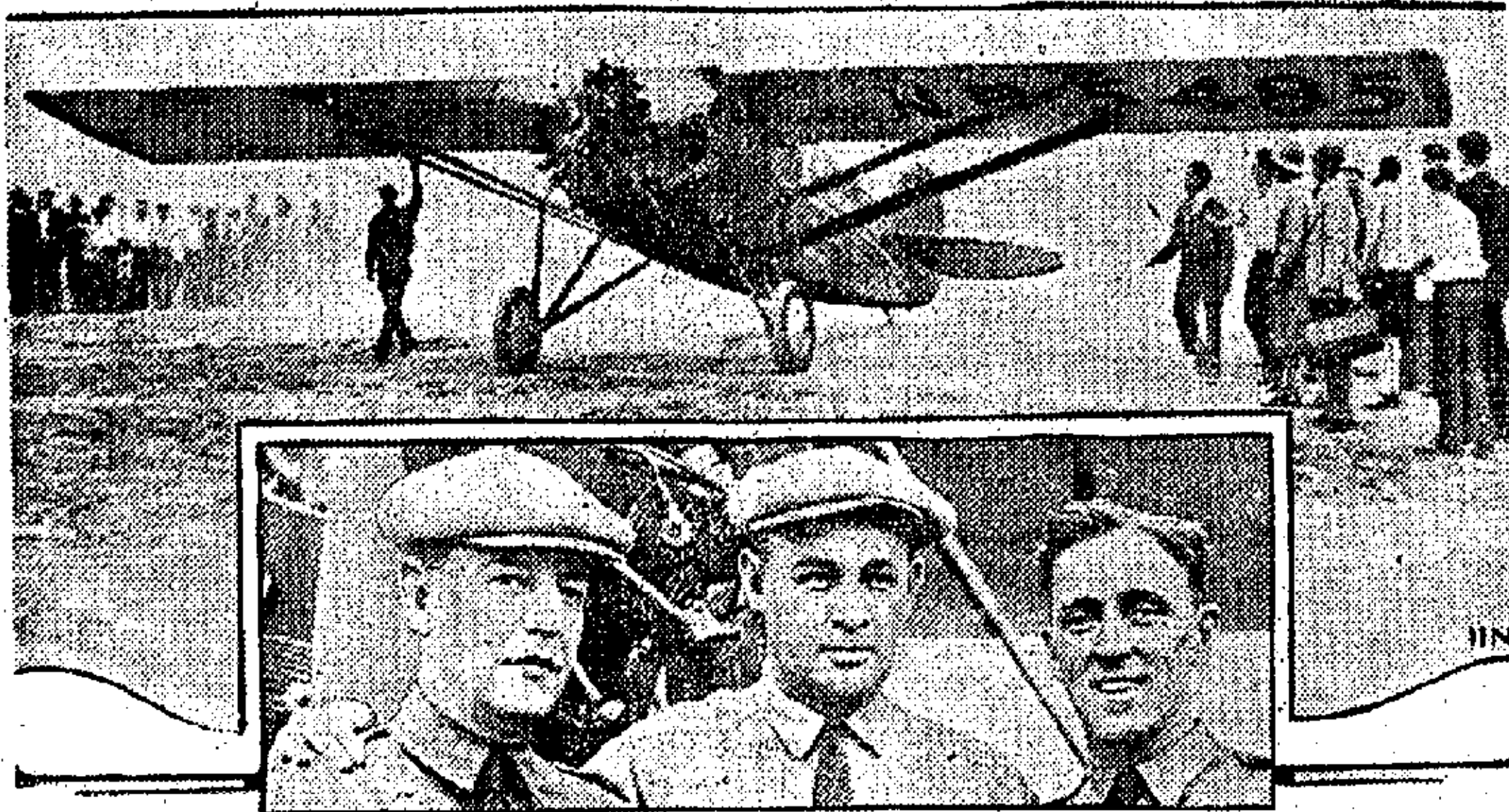
The courtroom witticisms, clumsy but comical, were rehearsed and "played up." Mrs. Hanner had called the "Baroness" an old hag and a "glutton" in her testimony—and admitted a sweeping adjective before the "old hag" epithet.

"She was always sneering at me and accusing me of being jealous because she was a baroness," swore Mrs. Hanner. And when asked whether she wouldn't like to be a baroness, she naively but laughingly replied, "Yes—but a nice one."

So close were the two bills of grievance that Justice McCardie could, in the end, find only one shilling's difference—with the balance in favour of the noblewoman. The loser paid with a smile and said:

"It cost me a bob, but it was worth it to get her out of the house!"

Endurance Flyers



Adding their efforts to the many already in the air contesting the laurels of the famous "Fort Worth" flyers, Byron Newcomb, left; Ray Mitchell, centre, and E. E. Basham, right, flew near Cleveland in the plane "Cleveland," above, but their record has since been twice eclipsed.

Women Love Homely Men



The late Captain Coli, above, French aviator lost in trans-Atlantic flight; who, it is maintained, would have enjoyed even more adulation than Lindbergh if he had lived to complete his flight, in spite of the fact that he was eyeless and otherwise physically unattractive. Likewise, Lord Nelson, centre above, a three-quarter view of whose unromantic face is shown here, won the love of a famous beauty of a previous day, and was otherwise adored by women. Right, Cyrano de Bergerac, the big-nosed wooer of the play of the same name by Rostand, in which he is eventually romantically worshipped by the lovely Roxane. Ruth Elder, left, below, the first woman to make the trans-Oceanic flight, a handsome woman, not to say an accomplished one, has nevertheless not been singled out by men to worship and adore.

MONOPOLY FOR UNATTRACTIVE MEN

Resolved: That women rave about handsome men but really love the homely ones. That superficially they adore the Apollos, but centre their emotional interests in homely men who do more worthwhile things than just pose around for the benefit of all who may care to look. But why?

Here worship is the answer. Hero worship of aviators for instance, by men as well as women, is one of the increasing and notable facts of the time. The individual and mass love of girls and women in particular seems to have been signally transferred from sailors, soldiers, explorers and other type of heroes, to the aviator.

Colonel Charles A. Lindbergh, by his feat in making the first solo flight from New York to Paris has stirred up

more world-wide feminine admiration than perhaps any single hero of the past quarter of a century.

This provokes the question: What would have been the attitude of women toward Captain Francois Coli, the French aviator, who was married, bald-headed, one-eyed, wooden-legged, a war ace, had he succeeded in a solo flight instead of the handsome, youthful Lindy? It will be remembered that Coli made the attempt westward from France in 1927 and was lost; to the grief of an anxious world.

The feat of sweeping in a brief 33½ hours across the stormy Atlantic was wonderful when done by such a man as Lindbergh. But it would have been far more wonderful if done by a man such as Coli, handicapped by wounds of war, and would undoubtedly bring that much more adoration from women.

To go back a century, there was the

case of Lord Nelson, the British admiral. He was not only little and a weakling, but lost at different times an arm, then an eye, yet was worshipped by many women, notably Lady Hamilton, the famous beauty.

To prove that the rule often holds true where women are concerned, there is the example of the handsome Ruth Elder, who was the first woman to fly the Atlantic, but in spite of her good looks and prowess she has never been accorded tremendously widespread popularity by men admirers.

A number of psychological problems of the emotions are involved in the way women delight to yield themselves to the pleasure of loving a hero. A significant one is the age-old conundrum about ugliness. Ugliness in a man as long as it is coupled with strength that makes him look like a hard customer to handle is an added stimulus to the attention of many women.

Thousands Mourn General



A steady stream of mourning Salvationists filed solemnly past the bier of Commander Bramwell Booth, former commander of the Salvation Army, as his body lay in state at London.

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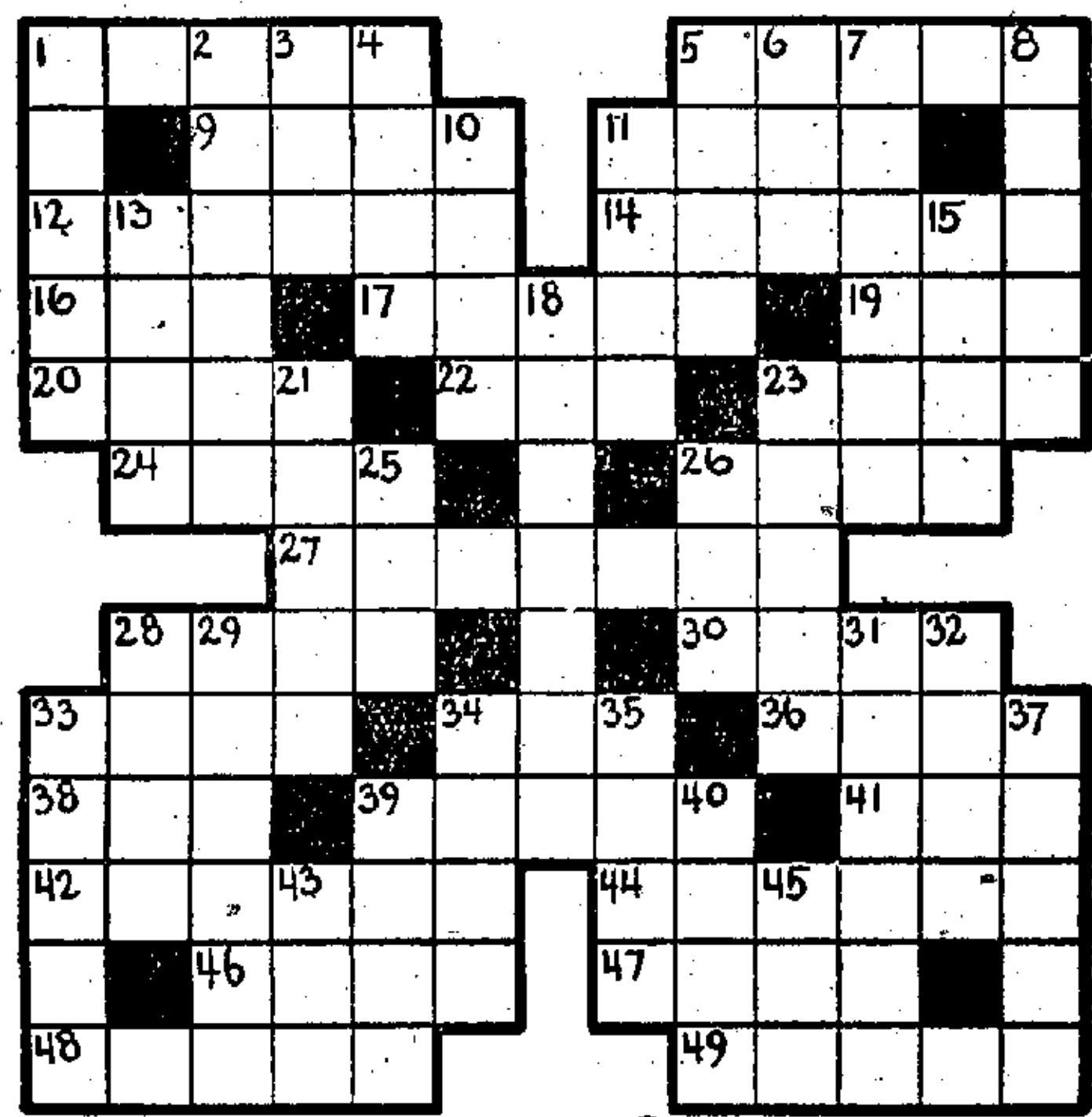
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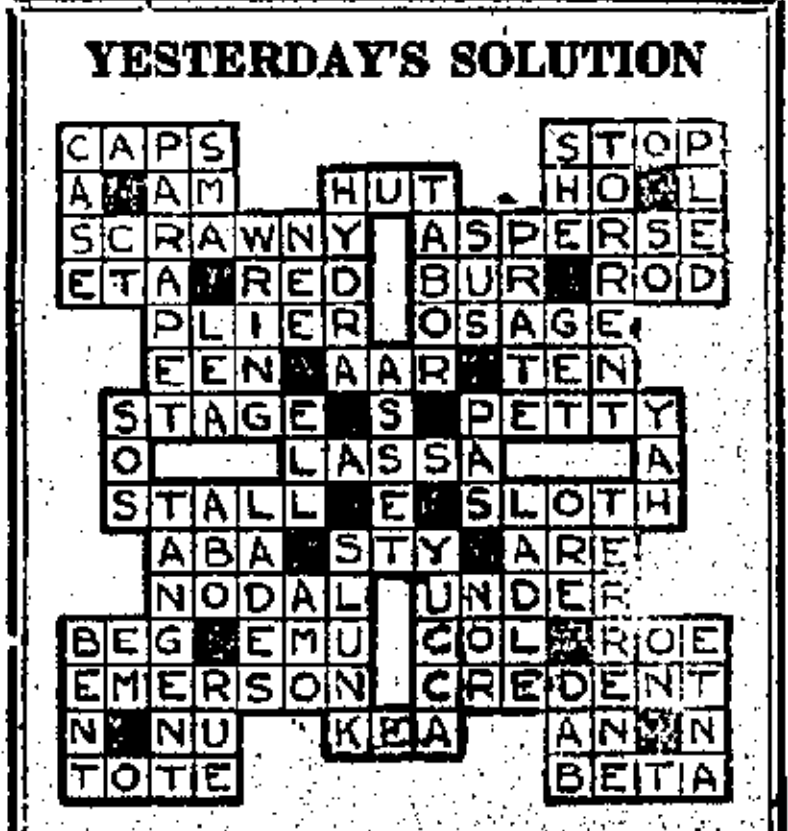
DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, glow, and alto.)



- HORIZONTAL**
- 1-Expands the hand in measurement of
 - 2-Pulls
 - 3-Girl's name
 - 4-Indignant
 - 5-Large birds of falcon family
 - 6-Unfastened
 - 7-Self
 - 8-A satellite
 - 9-A Pacific State (abbr.)
 - 10-To mend
 - 11-Metric land measure
 - 12-Trudge
 - 13-Shower
 - 14-Boys
 - 15-Contradict
 - 16-Vegetable
 - 17-Fruit
 - 18-Approach
 - 19-Of age (Latin-abbrev.)
 - 20-Ready
 - 21-Rolling implement
- HORIZONTAL (Cont.)**
- 22-An item in one's assets
 - 23-Brother (abbr.)
 - 24-Disciplines
 - 25-Gentler
 - 26-Trip
 - 27-Twined
 - 28-Sweet substance
 - 29-Declaimed
- VERTICAL**
- 1-Swiftness
 - 2-A species of goat
 - 3-Nothing
 - 4-To cut (Prov. Eng.)
 - 5-Narcotic drug
 - 6-A doe or hind
 - 7-Masculine name
 - 8-To the part of
 - 9-Continent
 - 10-A bread made of corn meal
 - 11-Same as flag
 - 12-Bib.
- VERTICAL (Cont.)**
- 13-God of love (Gr. Myth.)
 - 14-A fruit (pl.)
 - 15-A river of W. Africa
 - 16-A person who is to be paid
 - 17-Natural (abbr.)
 - 18-To take up liquid with the tongue
 - 19-To support
 - 20-Formation of ears, as in wheat
 - 21-A person unnaturally white
 - 22-Odd
 - 23-Knobs
 - 24-Assistant (abbr.)
 - 25-Golf mounds
 - 26-Parting to Scandinavian countries
 - 27-Having wings
 - 28-A military signal
 - 29-Grassy meadow
 - 30-To slip

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)



OLD TAYLOR
AGED BY TIME

HONG KONG HOTEL VISITORS

August 5, 1929.
Mr. L. Armendagaud.
Mr. H. P. Bagario and servant.
Mr. L. Dowdall.
Mr. S. Greissner.
Miss M. J. Haley.
Mr. and Mrs. Jones and daughter.
Miss H. Little, Mr. L. M. S. Lloyd.
Mr. E. M. Moore, Miss Macdonald.
Mr. Pasquet.
Mr. I. L. Bell, Miss Kelly.
Mr. and Mrs. E. G. Schwarz.

UNCLAIMED TELEGRAMS:
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The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Sui On Long, from Kobe.
Pak Ngai, 69, Robinson-road, from Kobe.
Hong Chiang, from Shanghai.
Lee Yuen-sang, from Kobe.
S. W. Chang, 72, Robertson-road, from Shanghai.
E. V. JESSEN, Superintendent.
Hong Kong, 1st August, 1929.
THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO. LTD.
The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Whiskens, c/o Postmaster, from Rangoon.
Agent s/o "Rebera" from Colombo Sub.
Schmidt Crane Expedition, Care of United States Consul, from Chicago, Ill.
S. LACE, Superintendent.
Hong Kong, 1st August, 1929.
Mr. Charles Truc, Mrs. S. Y. Tong.
Mr. P. Wood, Miss N. White.

EARLY STAGES

ELECTRODE VALVES AND
THE CRYSTAL

WHAT MALAYA IS DOING

The Wireless correspondent of "The Singapore Free Press" writes:—

In the early stages of development when three electrode valves began to oust the crystal detector the general design was unit construction. Shore, ship, and amateur stations were all equipped with crystal, magnetic and electrolytic detectors. To secure increase in signal-strength valve amplifier units were added to existing instruments. Each unit had its own set of low and high tension batteries. Valve detector units were then introduced fully equipped with separate batteries. At one end of the detector outfit were two output terminals to which a pair of headphones or the primary of the note-magnifier transformer could be fixed. As more amplification was needed the cost of batteries would have been prohibitive so one set of batteries was made common to all. This brought in back-coupling, the enemy of radio enthusiasts up to the present day. As long as Morse signals were received no one took the trouble to cure the fault but when broadcasting commenced manufacturers got busy improving components such as transformers, etc. The only item which has received very little attention was the headphones.

The Receiver Explained

In order thoroughly to understand the receivers we use we must divide a set into sections and imagine each to be a unit in itself similar to early designs. Each high tension battery tapping signifies the last connection of the preceding unit with a break in it either for headphones or primary winding of a transformer. Should a receiver break down and refuse to function this is the point to start tracing. Commence with the first coupling device either transformer, resistance capacity or choke capacity coupling. Disconnect the wire (H.T.) from the primary and join a pair of headphones instead. Should signals come through the preceding stage is alright, then do the same to the next. The time occupied is very short and assuming the batteries are not run down the trouble will be traced quickly instead of dismantling every component and in the end find nothing. This, however, is by the way and will be dealt with fully in later articles. What I am leading to is the Anode feed and the cure of back-coupling usually called motor-boating from the resemblance of the sound to the exhaust of boat motors especially of the two stroke type.

The Cycle Hum

If a pair of headphones were inserted in series with a lamp in the local A.C. mains one would hear a hum which may be classified as a 50 cycle hum that is to say the alternation is 50 times per second. There is no need to do this as it is usually heard in a receiver especially when any of the leads run parallel with the house mains. The radio frequency energy in an aerial is many thousands times this—Chelmsford on 25.53 metres is 11,750,000 cycles (11,750 kilocycles). Frequencies above 10,000 are inaudible hence it is necessary to produce a beat note to bring to audible frequencies. This beat note is the carrier wave heard when a broadcasting station is tuned in. The carrier wave is modulated by waves of much lower frequencies forming speech or music which goes through a receiver circuit as alternations or impulses. We are now ready to trace the pulsating current in the detector circuit. Starting from the first H. T. tapping it goes through the transformer primary then to the plate of the valve and from this to the filament back to H. T. negative. This energy is dissipated and represents a current of so many milliamperes taken out of the high tension battery. These pulsations are only used to excite the secondary winding of the transformer which in turn alters the value of the grid of the next valve. This sets up another series of pulsations in the plate of that valve. The starting point in this circuit is from the second tapping of the H. T. battery through the primary of the second transformer to the plate thence to filament and back to H. T. negative. Going on from here to the second tapping we find the first H. T. connection in the way and it is here where back-coupling arises, as the pulsating current finds another path. I am sure you will now see the idea of the remedy. Every tapping of H. T. lead means another path.

Putting a 2 mfd condenser across each tapping minimises that tendency but there is still an easy path through the battery. Another disadvantage is the unequal discharge rate of various sections of the high tension battery.

Instead of several tappings only two leads are required from the H. T. battery, one from negative and one from positive. These are connected to two terminals marked H. T. minus and H. T. plus from the latter, resistances of suitable values are inserted in series in each circuit before reaching the coupling devices. At the point of connection to these place a 2 mfd condenser across to H. T. negative. Why is this done? To answer this question let us trace the path of the pulsating current once more. In this instance start from H. T. terminal through the resistance, primary of transformer, plate of second valve (1st L.F.) to filament and H. T. negative terminal. There are two paths in the way—one through the H. T. battery and the other the 2 mfd condenser. If the pulsating current wishes to go through the former it will meet the connection to the detector valve thereby giving rise to the trouble quoted above but now it meets two high resistances, one in its own circuit and another in the detector circuit. As these resistances amount to 20,000 ohms or more it is therefore forced to complete its path via the 2 mfd condenser, avoiding the H. T. supply. At a frequency of 50 cycles only about a tenth will flow through the battery when the anode resistance is 20,000 ohms and the condenser value as stated. If a higher H. T. voltage is available the leakage can be further reduced by increasing the resistance in anode feed.

Readers who own sets working from a high tension battery of 100 volts or less need not despair however as efficient chokes of between 40 to 60 henries will serve the same purpose if not better. Chokes are of course more expensive. An accidental short in a receiver using anode feed resistances would not fuse the valve filaments.

Replies to Correspondents

A. W. J. (Singapore). Reception of broadcasting on the short-wave band is very satisfactory especially since Huizen started. An all metal casing to a receiver does not keep out dampness. Its use is to prevent hand capacity. By careful design the casing can be done away with. Many amateurs shun the all metal type owing to shocks they get during change of coils or when making adjustments. Again very few manufacturers of metal cased shortwave receivers isolate the headphones by means of output transformers; consequently when the case is touched a sensation like pin pricks will be felt on the ears. The three valve set you mentioned will give excellent results and is of a type mostly used at the present time.

In Brief

Huizen did not come in last week end. His fixed days are Monday, Wednesday, Thursday and Friday.

Bandoeng (17 metres) is generally on at 5.30 p.m.

KIXR has come in regularly on 24.5 metres but on the 17th and 18th he went up to 48.2. Fading is still observed though not so bad as on 24.5. Even on 48.2 he can still be heard on the lower harmonics.

G6SW (25.53) Chelmsford faded badly on two occasions last week.

Amateur Activities

Communication with American and Australian amateurs is not very satisfactory as yet but the end of August should bring them in better. YK6AG (Perth) came in with a new note on the night of the 15th. It seems as if this part of the year is very poor for long distance communication.

VSSAC came in well on Sunday morning.

Short Wave Stations
Part VI.

Call Sign	Wave Length	Power in Watts
Java: PLE, PLF	Bandoeng 15.74 & 17.17	
PLH	Malabar	37
Mexico: XCM	Mexico City	44
Morocco: AIN	Casablanca	51
Norway: LCHO	Oslo	38
LGN	Bergen	51.25 & 30
(Russia: RDCL	Leningrad	28.5
RDW	Moscow	88
RPM	Khabarovsk (Siberia)	70.2, 12, 600
RFN	Moscow	500
RAIO	Tonkin (Siberia)	37
Spain: EAM	Madrid	307
EARE5	Barcelona	uncertain
Sweden: SAS	Karlsborg	52.5
SAA	Karlsborg	44.4
SAJ	Motala	99 & 41.45, 1,000
SMHA	Stockholm	41

TO-DAY'S RADIO

BROADCAST BY
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ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:

5.30-5.50 p.m.—Programme of Chinese Music.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Victor & H.M.V. Records supplied through the courtesy of Messrs. S. Moutrie & Co., Ltd.).

"The New Moon" (Romberg).

Selection, "Wake Up and Dream", Selection.

New Mayfair Orchestra.

"Rustle of Spring", Arthur Pryor's Band.

"My Love is Like a Red, Red Rose", "Mary" (Richardson), Tenor.

John Turner.

"Cavalleria Rusticana", Vocal Gems, "Pagliacci", Vocal Gems.

Victor Opera Company.

"Poppy" (J. M. Maclellan), "The Little Tiptoe", Organ Solo.

Jesse Crawford.

"The Twilight of the Gods" (Wagner), Albert Coates & Symphony Orchestra.

"Rondino", "Fair Rosemary", Violin Solo.

Fritz Kreisler.

"Funny Face", Selection, "Virginia", Selection.

New Mayfair Orchestra.

"From Sunrise to Sunset", "To Be in Love", The Whispering Baritone, Jack Smith.

"The Valkyrie" (Wagner), Fire Music, Albert Coates & Symphony Orchestra.

"Toasts" (Clarkson Rose), "Down in Our Village in Summer", Humorous Talking.

Norman Long.

"Hearts and Flowers" (Tobani), Intermezzo.

"The Glow-Worm" ... Victor Concert Orchestra.

"Over Here", Medley, "Over There", Medley.

Victor Male Chorus.

"Simple Confession", "Serenade", Violin Solo.

Alfred Wallengren.

"Moonlight and Roses", "Because I Love You", Victor Salon Orchestra.

"Blue Danube Waltz" (Strauss), "Wedding Dance" (Lincke).

International Concert Orchestra.

10.30 p.m.—Close Down.

DOLLAR'S PLAN

ARRANGEMENT FOR USE OF
SPECIAL RADIO STATION

As previously stated, an agreement has been come to between the National Construction Commission and the Robert Dollar Company for the use of a special radio station of the Commission by the Dollar Company. The Commission has a contract with the Radio Corporation of America not to allow any other company to build any stations for China.

The agreement calls for the installation of a short-wave radio station, capable of direct communication with Honolulu, for both day and night service, the Company having the special use thereof for the receipt and transmission of all messages. The Commission will have entire charge over the station for its proper maintenance and efficient operation, and will bear all expenses connected therewith, but the chief operator, in immediate charge of the station, will be a qualified man mutually satisfactory to the Commission and the Company. The Company will pay to the Commission the monthly cost of operating, including salaries, wages, rent, light, power and supplies, the amounts whereof shall be mutually agreed upon; the monthly proportion of interest on five per cent. of the cost, at the rate of ten per cent. per annum; the monthly proportion of depreciation at ten per cent. per annum on the cost; and the monthly proportion of a royalty \$6,500 Shanghai silver currency, per annum for the privilege of using the station and its services.

The Messages. The station will handle, free of charge, all the messages of the Company's own business transactions, including messages from shore to ship and from ship to shore, but no other commercial traffic by the Company is permitted. The location of the control station will be selected by mutual agreement, but the site of the transmitting plant will be decided by the Commission.

The agreement will continue indefinitely, but the Commission reserves the right to cancel the same at any time with four months' previous notice in writing to the Company. The Company will have a like right of cancellation by a similar notice to the Commission, but should the Company at any time elect to cancel, it shall reimburse the Commission for the cost of the station, less such amounts as may have already been paid thereto as depreciation.

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"ACHILLES" 20th Aug. Marseilles, London, Kilm & Glasgow
"ANTENOR" 4th Sept. Marseilles, London, Kilm & Glasgow
10 days at Casablanca

LIVERPOOL SERVICE.

"AGAPENOR" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow
"PROTESILAUS" 14th Sept. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TYNDAROS" 24th Aug. Victoria, Vancouver & Seattle
"TEUCER" 12th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PHENIX" 2nd Sept. New York, Boston & Baltimore
"PYRRHUS" 20th Sept. New York, Boston & Baltimore

INWARD SERVICE.

"EURYLOCHUS" Due 9th Aug. For Shanghai, Kobe & Yokohama
"MEDELAUS" Due 13th Aug. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"PATROCLUS" 7th Aug. Singapore, Marseilles & London
"ANTENOR" 4th Sept. Singapore, Marseilles & London
Sails at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:—

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Agents.

POST OFFICE NOTICE.

Until further notice the afternoon mail for Macao will be closed at 1.15 p.m. as usual.

INWARD MAILES.

From	Per	
TUESDAY, AUGUST 6.		
Japan	6.	Himalaya Maru
THURSDAY, AUGUST 8.		
Japan	8.	Bingo Maru
Europe via Negapatam (Letters only), London, 11th July		Dalgoma
SATURDAY, AUGUST 10.		
Europe via Negapatam (Papers only), London, 11th July		Piave
U.S.A. (San Francisco, 12th July), Honolulu, Japan and Shanghai		President Wilson
MONDAY, AUGUST 12.		
Canada (Victoria, B.C., 25th July), U.S.A., Japan and Shanghai		Empress of Russia
U.S.A. (San Francisco, 19th July), Honolulu, Japan and Shanghai		President Cleveland
TUESDAY, AUGUST 13.		
Australia and Manila		Changte

OUTWARD MAILES.

For	Per	
TUESDAY, AUGUST 6.		
Sam Shui and Wuchow	6.	Kochow 4.30 p.m.
Haiphong		Song Bo 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles		
K.P.O.		
Registration Aug. 6, 4.30 p.m.		Registration Aug. 6, 4.30 p.m.
Letters Aug. 6, 4.30 p.m.		Letters Aug. 6, 4.30 p.m.
WEDNESDAY, AUGUST 7.		
Java via Batavia		Tjiboda 10.30 a.m.
Swatow		Hangsang 10.30 a.m.
Manila, Australia & New Zealand via Brisbane		
Himalaya Maru (Due Brisbane, 24th Aug.)		
Registration Aug. 7, 11.45 a.m.		Registration Aug. 7, 11.45 a.m.
Letters Aug. 7, 12.30 p.m.		Letters Aug. 7, 12.30 p.m.
THURSDAY, AUGUST 8.		
Holhow, Pakhoi and Haiphong		Menado Maru 8.30 a.m.
Swatow		Hydrangea 2.30 p.m.
FRIDAY, AUGUST 9.		
*Straits, Mombasa, L. Marques & South Africa		Bingo Maru 1.30 p.m.
Swatow, Amoy and Foochow		Hai Ning 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles		
Fushimi Maru (Due Marseilles, 9th Sept.)		
K.P.O.		
Registration Aug. 9, 4.30 p.m.		Registration Aug. 10, 8.45 a.m.
Letters Aug. 10, 9 a.m.		Letters Aug. 10, 9.30 a.m.
SUNDAY, AUGUST 11.		
Swatow, Amoy and Formosa		Hozan Maru 9 a.m.
Straits and Calcutta		Namsang
Registration Aug. 11, noon		Registration Aug. 11, noon
Letters Aug. 11, 1 p.m.		Letters Aug. 11, 1 p.m.
TUESDAY, AUGUST 12.		
Swatow, Amoy and Foochow		Haiyang 1 p.m.
Manila		Empress of Russia 3.30 p.m.

* Superficial correspondence only.

WILL RHINELAND BE THE CALCUTTA MILL EVACUATED?

BIG CONFERENCE

BEGINS ITS BUSINESS AT THE HAGUE TO-DAY

OPTIMISTIC DELEGATES

The Hague, Yesterday. Thirteen nations will be represented at the most important conference of the Powers, opening here to-morrow.

The object of the conference is the settling of the Reparations and Rhineland problems, leading to the pacification of Europe. The delegates are optimistic. Mr. Henderson, to Reuter's correspondent, expressed the opinion that the conference would certainly lead to the evacuation of the Rhineland by both the British and French.

The German delegate is not so confident, but said that Germany expected a binding Franco-British promise of evacuation as soon as the Young plan came into operation. The delegate indicated that the German Government might compromise on a Committee of "Verification and Conciliation" in the Rhineland, provided it was imposed beyond 1935.—Reuter.

German Views. The German delegates' views are not in accord with that of the German Government circles, it is pointed out in Berlin.

The latter consider the evacuation of the Rhineland is no longer a matter for argument, and the German delegation will insist upon this claim being settled independently of other problems. Furthermore, if the conference desires to liquidate financially the consequences of the war, the demand for a "Conciliation Committee" must be dropped.—Reuter.

TRAGIC DEATH

HEAD OF TEXTILE FIRM COMMITS SUICIDE

FINANCIAL LOSSES

Berlin, Yesterday. Herr Simon, head of the old textile company of Simon Brothers, has committed suicide, presumably as a result of heavy financial losses.

His liabilities are estimated at a million sterling, but friends propose to reorganise the firm so as to avoid liquidation. Herr Simon's art collection is very valuable, and the idea of parting with it had depressed him.—Reuter.

COTTON DISPUTE

THE OPERATIVES REFUSE TO RE-OPEN NEGOTIATIONS

"SUBSTANTIAL MAJORITY"

London, Yesterday. A full delegate meeting of the Operatives and Spinners' amalgamation, at Manchester, by a substantial majority, turned down the executives' recommendation to re-open negotiations for a settlement of the cotton dispute.—Reuter.

Possible Mediator. Lord Derby is mentioned as a possible mediator in the cotton dispute.—Reuter.

MORE SERIOUS

CONTENTED WOMEN WORKERS BEING INTIMIDATED

POLICE REINFORCED

Calcutta, Yesterday. A serious situation has arisen in the Bengal Jute industry, as the result of the extension of the mill strike and owing to propaganda by agitators.

Twenty thousand looms—about 40 per cent. of the total in the Calcutta area—are not working, causing 120,000 weavers to be idle.

The women weavers of several of the mills, who did not arrive this morning, declared that they were contented with their wages but were threatened with molestation if they went to work.

Strike's Origin. The jute strike originated with the weavers' demand for extra pay for extra hours' work on Saturdays owing to the introduction of the 64-hour week.

The millowners announced that they had decided to pay the weavers the old rate with bonus from July 23 and complained that the weavers had been intimidated.

"Relatively Quiet." The situation is relatively quiet, but the Police have been reinforced, and many of the labour leaders are under surities for their good behaviour.—Reuter.

OPIUM ON BUS

FRIEND'S PARCEL WHICH GOT MISLAIN

AN OLD YARN

At the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith, a Chinese was charged with the unlawful possession of 1.35 taels of raw opium, discovered in his belt by the Police when he was on a bus, at the junction of Shanghai Street and Waterloo Road, Yaumati.

Accused said that a friend of his had given him the parcel.

His Worship: Do you always put parcels that friends give you to carry, under your belt? Therefore, you are guilty of possession. Fined \$135 or, in default, one month's hard labour, the opium to be confiscated.

SELLING PEANUTS

WOMAN USES HER HUSBAND'S LICENCE

A Chinese woman, who appeared at the Kowloon Magistracy before Mr. T. S. Whyte-Smith this morning on a charge of selling peanuts without a licence, pleaded that her husband, who had a licence, was ill and so she had to sell in his stead.

His Worship: A licence is a personal thing, and if you want to sell you must have a licence of your own. Fined \$3.

	Degrees
Temperature, 10 a.m., to-day	79
Temperature, 4 p.m., yesterday	82
Humidity, 10 a.m., to-day	96
Humidity, 4 p.m., yesterday	87

MAJESTIC

NATHAN ROAD KOWLOON.

TO-DAY & TO-MORROW

AT 2.30, 5.20, 7.15 & 9.15 p.m.

A story of to-day! The laughs, thrills and throbs of modern youth!



YOU SEE

will laugh at TOPSY,
will cry with LITTLE EVA,
will hate SIMON LEGREE
will pity UNCLE TOM
will thrill at ELIZA'S ESCAPE
will vision the SEASON'S GREATEST
DRAMATIC ENTERTAINMENT

the greatest human drama ever written
brought to life through the magic of the screen
the result of two years of creative effort
in the world's largest studio
how two million dollars were spent to thrill and
entertain you
Carl Laemmle's supreme achievement in 22 years
of furnishing entertainment

UNIVERSAL'S MAMMOTH MOTION PICTURE
UNCLE TOM'S CABIN
HARRY POLLARD PRODUCTION

SPECIAL PERFORMANCE FOR CHILDREN

TO-MORROW At 10.30 a.m.

Prices: Children, 30 cts. to any part of the theatre
Adults, Usual Matinee Prices.

AT THE

QUEEN'S

TODAY AND TO-MORROW

Special Times, 2.30, 5.00, 7.15 & 9.30.

BURGLARY SEQUEL

SUSPECTS IN THE "SINCERE" CASE

DATE OF TRIAL FIXED

Mr. T. Murphy, A.S.P., this morning mentioned the Sincere burglary case before Mr. E. W. Hamilton, at the Central Magistracy, and intimated that the Police were asking his Worship to treat the case as one for committal to the Criminal Sessions.

Mr. Hamilton: You are asking for the committal of all four?—Yes, I don't think we should make any exception. We can make a strong case against at least three of them.

Later the four accused appeared in Court for a date to be fixed for hearing of the case.

The two male accused were in the dock. They were:—

Tang Yee-hing, who was charged with (1) breaking into the jewellery department of Sincere's; (2) breaking out of the premises after the burglary; and (3) receiving stolen property (an alternate charge).

The Two Women

The two women are on bail of bail of \$300 and \$500, respectively, and they stood outside the dock. They were:—

Tong Kam, described as an amah employed by the other woman, who is charged with receiving three jade pendants and three jade stones from Yeung Ping-cheung.

Tom Kiu-mui (23), charged with receiving three jade stones from Tang Yee-hing.

Mr. J. M. Hall appeared for the amah, whilst the mistress was represented by Mr. F. C. E. Randall. The two men were not legally represented.

Detective Inspector W. Shannon said that the prosecution would be ready to proceed with the case in a few days' time. He thought that a date could be fixed now. The case would probably take two or three hearings, and he was afraid that it would not be finished in time to go to the next Sessions.

His Worship accordingly fixed hearing to begin at 2.15 p.m., on August 13.

Appeal for Freedom.

The first accused, Tang Yee-hing, made an appeal to the Magistrate saying that he had a mother in the country who was over 70 years of age who might die if she heard that he was in jail. In view of that he begged his Worship to release him!

Mr. Hamilton: Where is your mother?—In Foochow. Please release me.

Magistrate: I am afraid that I can't release you because of your aged mother. You will have to stand your trial.

At the Provisional Court, Shanghai, a pickpocket was sentenced to a year's imprisonment on a charge of stealing a purse from another Chinese in Broadway. The contents and the purse were valued at \$6.

WHAT HAPPENED AT MIDNIGHT!

"An empty house"—so they thought. Yet inside there were a few people—strange lights and weird shadows—fear chilled the bones of the deacon!

AN EXCITING MYSTERY STORY!

13 WASHINGTON SQUARE

with JEAN HERSHOLT, ALICE JOYCE.

AT THE **WORLD** TO-DAY & TO-MORROW
AT 2.30, 5.15, 7.15 & 9.20

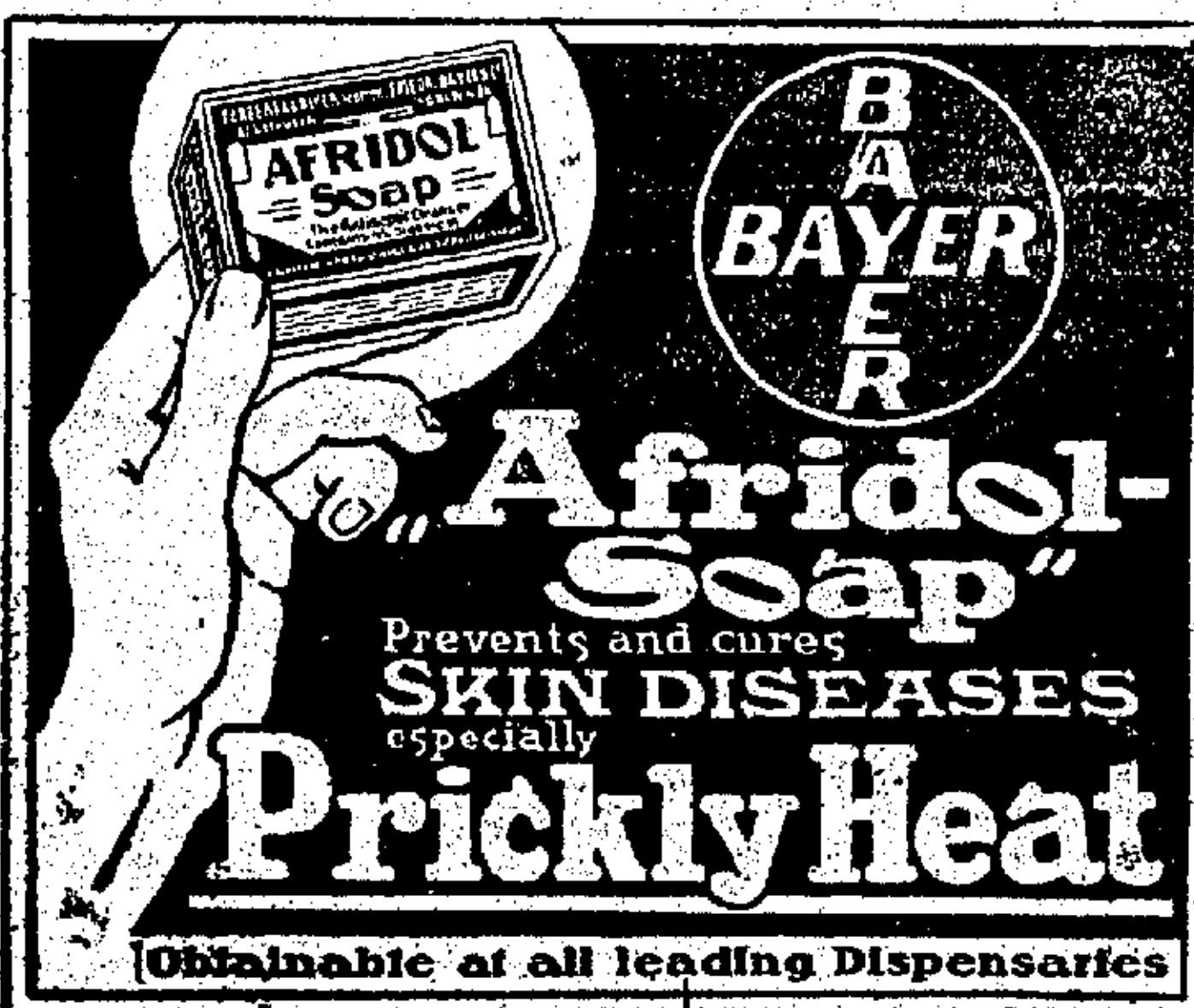
THE amusing story of a "virile" author who tries to follow his own formula for love making.

WICKEDNESS PREFERRED

With

LEW CODY, AILEEN PRINGLE

AT THE **STAR** TO-DAY & TO-MORROW
At 5.30 & 9.20.



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